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INDEX TO MAPS.

ALBANY, N. Y.—United Traction Co.....between 4–5

ALTON, ILL.—Alton Railway, Gas & Electric Co..... 8

ANDERSON, IND.—Union Traction Co., of Indiana..... 12

ATLANTA, GA.—Atlanta Railway & Power Co.....between 16–17

Atlanta Railway Co..... " 16–17

BALTIMORE, MD.—United Railways & Electric Co..... 19

BINGHAMTON, N. Y.—Binghamton Railroad Co..... 26

BOSTON, MASS.—Boston Elevated Railway Co.....between 28–29

BROOKLYN, N. Y.—Brooklyn Rapid Transit Co.....between 40–41

BUFFALO, N. Y.—International Traction Co.....between 44–45

CHARLESTON, S. C.—Charleston Consolidated Railway, Gas & Electric Co..... 53

CHICAGO, ILL.—Chicago Union Traction Co.....between 60–61

North Chicago Street Railroad Co..... " 60–61

West Chicago Street Railroad Co..... " 60–61

Chicago Consolidated Traction Co..... " 60–61

Chicago City Railway Co..... " 60–61

Calumet Electric Street Railway Co..... " 60–61

Chicago Electric Traction Co..... " 60–61

Chicago General Railway Co..... " 60–61

South Chicago City Railway Co..... " 60–61

Suburban Railroad Co..... " 60–61

Northern Electric Railway Co..... " 60–61

Chicago & Milwaukee Electric Railway Co..... " 60–61

South Side Elevated Railroad Co..... " 60–61

Lake Street Elevated Railroad Co..... " 60–61

Metropolitan West Side Elevated Railway Co..... " 60–61

Northwestern Elevated Railroad Co..... " 60–61

Union Elevated Railroad Co..... " 60–61

Union Consolidated Elevated Railway Co..... " 60–61

CLEVELAND, O.—Cleveland City Railway Co..... 66
Cleveland Electric Railway Co..... 66
COLUMBUS, O.—Columbus Street Railway Co..... 70
DENVER, COL.—Denver City Tramway Co.....between 78-79
GALVESTON, TEX.—Galveston City Railroad Co..... 98
GRAND RAPIDS, MICH.—Consolidated Street Railway Co..... 105
KANSAS CITY, MO.—Metropolitan Street Railway Co..... 126
MILWAUKEE, WIS.—Milwaukee Electric Railway & Light Co..... 151
MINNEAPOLIS, MINN.—Twin City Rapid Transit Co..... 153
MONTREAL, CANADA.—Montreal Street Railway Co..... 156
NASHVILLE, TENN.—Nashville Railway..... 160
NEW YORK CITY, N. Y.—Metropolitan Street Railway Co.....between 172-173
PHILADELPHIA, PA.—Union Traction Co.....between 196-197
RICHMOND, VA.—Richmond Railway & Electric Co.....between 226-227
Richmond Traction Co..... " 226-227
ST. LOUIS, MO.—United Railways of St. Louis..... 236
SAN FRANCISCO, CAL.—Market Street Railway Co.....between 244-245
TOLEDO, O.—Toledo Traction Co..... 264
WASHINGTON, D. C.—Washington Traction & Electric Co.....between 272-273
WEBB CITY, MO.—Southwest Missouri Electric Railway Co..... 276

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INDEX TO ADVERTISERS.

Audit Co. of New York, The, New York . Inside front cover

Beves, Arthur S., New York iii
Biddle, Thos. A., & Co., Philadelphia, Pa..... iii
Brill, J. G., Co., Philadelphia, Pa..... xxxii
Brown, Alexander, & Sons, Baltimore, Md..... ii

Cassatt & Co., Philadelphia, Pa..... iii
Chandler, A. N., & Co., Philadelphia, Pa..... ix
Consolidated Car Fender Co., Providence, R. I...xvii-xviii
Corporations Trust Co. of New Jersey, Jersey City, N. J. xxi

Farlee, J. S. & R. D., New York..... i
Ford, Bacon & Davis, New York ix
Fox Brothers & Co., New York..... xix

Gay, E. H. & Co., Boston, New York and Philadelphia..vi
General Electric Co., Schenectady, N. Y.....xiii and xiv
Guaranty Trust Co., New York.....Back cover

Harris, N. W., & Co., New York..... vi
Henderson & Co., New York.....Inside front cover
Hollister & Babcock, New York i
Huhn, Geo. A., & Sons, Philadelphia, Pa..... ii

Jones, Edward C., Co., New York and Philadelphia....vi

Kean, Van Cortlandt & Co., New York..Outside front cover
Kountze Brothers, New York..... i

Lawrence. L. W., New York.....xx

Maas, Gustavus, New York iii
McMillin, Emerson, & Co., New York.....vi
Manhattan Trust Co., New York.....Inside front cover
Maryland Trust Co,, Baltimore, Md ii
Mason, Lewis & Co., Chicago, Ill..... ii
Michigan Electric Co., Detroit, Mich ix

National City Bank, New York.....iv
National Salt Co., New York.....xvi
New Jersey Title Guaranty & Trust Co., Jersey City, N. J..... xxii
New York Security & Trust Co., New York..... i

Okonite Co., New York ix

Pepper & Register, Philadelphia, Pa.....ix
Perry, Coffin & Burr, Boston, Mass iii

Safety Car Heating & Lighting Co., New York.....xv

Trask, Spencer & Co., New York.....viii
Tucker, Anthony & Co., Boston, Mass.....iii

United States Mortgage & Trust Co., New York xxxi

Weber Railway Joint Mfg. Co., The, New York xv
Westinghouse Electric & Mfg. Co., Pittsburg, Pa. Inside back cover
Weston Elec. Instrument Co., Newark, N. J..... x
White, J. G., & Co., New York and Baltimore.....iii
Wilson & Stephens, New York.....Inside front cover

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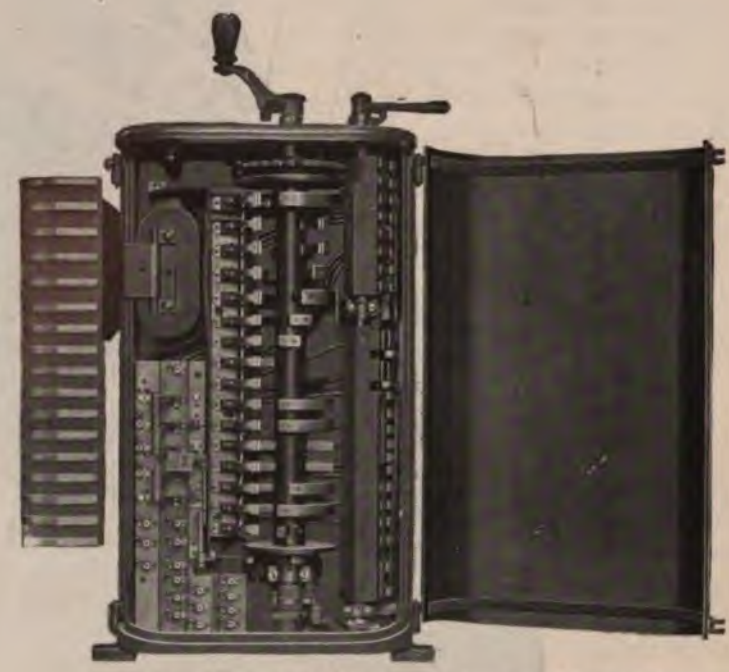

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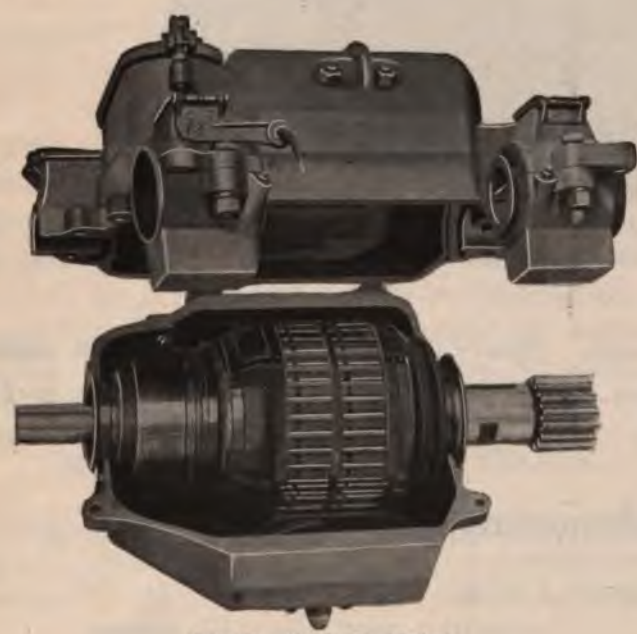

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GENERAL REVIEW OF THE YEAR.

Some of the more noteworthy changes in the street railway systems of the principal cities of America are summarized in the following:

ALBANY, N. Y.

A consolidation of the street railway systems of the two large cities of Troy and Albany, with the connecting line between them, was effected on January 1, 1900, and the two properties, in which there have been common interests for some years past, will now be operated with greater economy, it is believed, than ever before. A large amount of money will be spent in improving the entire system.

ATLANTA, GA.

The two large Atlanta systems, hitherto in competition, were brought under one control early in 1899, and consolidation was then intended, but adverse litigation caused delays until early in February, 1900, when the Supreme Court dissolved an injunction granted by the lower court, which has hitherto prevented consolidation. Meanwhile, competition is threatened by another smaller system owned by New York and Atlanta capitalists, and new lines of railway are building.

BOSTON, MASS.

One of the most important consolidations yet made is that by which the "Massachusetts Electric Companies" has secured control of nearly all the valuable suburban railways and many of the electric lighting and power companies around Boston. In the new system there are 648 miles of track and eighteen power stations, making this the largest single street railway property in the world. Actual consolidations of the operating companies are being made as rapidly as possible, with the full consent and approval of the Massachusetts Railroad Commissioners. Passenger receipts of between $5,000,000 and $6,000,000 per annum may be expected in the near future.

BROOKLYN, N. Y.

Further progress has been made during the past year in welding together the surface and elevated properties of Brooklyn. The equipment of the elevated lines for electric operation is going on slowly, and the present service can hardly be called satisfactory, but great improvements will be made during the coming year. The last report of the Brooklyn Rapid Transit Company was something of a disappointment to investors, appearing as it did to foreshadow a rather long postponement of dividends. Only $462,549 was credited to the surplus account during the year ending June 30, 1899, this being a little more than one per cent. on a capitalization of $45,000,000.

BUFFALO, N. Y.

The properties of the International Traction Company are still operated separately. The work of improvement of the lines and equipment is going on rapidly, and a large amount of new money is being spent upon the property.

CHICAGO, ILL.

The practical consolidation of the North and West Side systems into the Chicago Union Traction Company was accomplished in 1899, and further consolidation with the properties of the Chicago Consolidated Traction Company is said to be under way. There has been hardly time as yet to realize many of the expected economies from consolidation and the report of the Union Traction Company for the year ending December 31, 1899, has not yet been made.

The South Side Elevated Railroad Company shows what must be a most satisfactory increase in gross and net earnings, the profits applicable to dividends being $466,698 this year against $74,444 last year.

CLEVELAND, O.

The report of the Cleveland Electric Railway Company shows the effect of the strike in 1899, in a diminution of gross earnings from $1,718,515 to $1,487,706. A part of this loss, however, is made up by decreased operating expenses, so that the earnings from operation applicable to dividends appear to be only $152,161 less in 1899 than in 1898.

COLUMBUS, O.

A consolidation of all the street railways of Columbus was effected in August. The results of operation for the three months ending December 31, 1899, shows a surplus of $45,058 applicable to dividends on $3,500,000 of preferred stock and equal amount of common.

DETROIT, MICH.

The plan started by Gov. Pingree for purchasing the street railway lines of Detroit and operating them on a three cent fare basis was disapproved by the people, and the properties are still owned by their former proprietors, with no immediate prospect for a change.

JERSEY CITY-HOBOKEN, N. J.

Nearly all the street railways in the northern part of New Jersey, which are already under the control of the North Jersey Street Railway Company, but not consolidated with it, have been consolidated into the Jersey City, Hoboken & Paterson Railway Company, which now controls the street railway systems of Hoboken, Paterson and other towns connected therewith. This puts into the hands of kindred interests an immense system of street railways covering between 400 and 500 miles of track in the richest suburban territory of New Jersey tributary to New York.

KANSAS CITY, MO.

A combination of street railway and lighting interests has been effected in this city, and extensive improvements are being made.

NEW YORK CITY, N. Y.

The past year has been full of most interesting developments in the local traction situation in New York City. The beginning of the year found two great properties, the Metropolitan and the Third Avenue, pitted against each other in a struggle for franchises, and for the right to develop new territory. The Third Avenue system was being reconstructed, the cable system giving way to the electric. The finances were badly managed, work of reconstruction was done with apparently unbounded extravagance, and as a result of these combined influences an enormous and unwieldly floating debt was piled up, which led to an immense shrinkage in the price of stock and eventually to bankruptcy and reconstruction.

When things were at their worst, the Metropolitan syndicate purchased in the open market a controlling interest in the Third Avenue stock, and thereby completed their monopoly of the surface transportation facilities of New York City.

The receivership of Third Avenue simplified its problems greatly, since all contracts were thereby terminated, and it has become possible to complete the absolutely necessary reconstruction work on the most economical basis possible, without regard to prior obligations. Moreover, the necessity for an independent power station is now done away with, the immense station of the Metropolitan Company on the upper East Side being sufficient for all requirements, while the value of the Boulevard lines will be greatly increased through the furnishing of crosstown connections and shopping district termini never before possessed by the Third Avenue Company. In short, the Metropolitan purchase has been and will be the salvation of the Third Avenue railroad, which has been during the last few years decidedly unattractive as an independent proposition.

It is understood that about $10,000,000 of new construction work will be undertaken this summer by the Metropolitan Company in electrifying many of its downtown horse railway lines.

PHILADELPHIA, PA.

There have been no changes of great importance in the local street railway system of Philadelphia. The Union Traction Company has shown a remarkable earning power under the able management of the last three years, its deficit of $889,523 shown in the profit and loss account for the year ending June 30, 1897, being replaced in the corresponding year ending June 30, 1899, by a surplus over all charges of $683,190.

The outlying suburban lines of Philadelphia are increasingly prosperous.

PITTSBURG, PA.

The many rumors in regard to consolidation in Pittsburg have at last taken definite form. As we go to press announcement is made that practically all of these properties excepting only the West End Traction Co. are being consolidated into the Union Traction Co. which was organized for that purpose.

ST. LOUIS, MO.

At St. Louis the consummation of the plan of the St. Louis Transit Co. as the operating company of the constituent properties of the United Railways Co. of St. Louis has been announced, and we can reasonably expect great improvements in the properties with increased earning power and a reduction of the operating cost under the change of management.

WORCESTER, MASS.

It has been announced that a number of the operating companies, with a total of over $2,000,000 of capital stock, in the city of Worcester and its vicinity are being consolidated under one management, thus giving control of a large part of Worcester county and central Massachusetts. The new organization, The Massachusetts Electrical Co., is financed by a syndicate, and on completion of the plan large benefits are to be expected by both population and investors.

GROSS RECEIPTS IN 1898 and 1899.

In the following tables there are presented the gross receipts for 1899, of 25 street railway properties, each amounting to $1,000,000 or more, 18 properties each amounting to between $500,000 and $1,000,000, 67 properties each amounting to between $100,000 and $500,000,

68 properties each amounting to between $50,000 and $100,000, and 67 properties each amounting to between 25,000 and $50,000.

The average rate of increase of the receipts of 1899 over those of 1898 is, in the first group 6.96 per cent, in the second group 4.44 per cent, in the third group 10.2 per cent, in the fourth group 7.53 per cent, and in the fifth group 9.96 per cent. A general average of increase for 1899 over 1898 for the 222 properties compared of 7.82 per cent.

There are given also the 1899 receipts of 23 properties of which no comparison with 1898 receipts can be made.

These tables are given for convenience in comparing the gross receipts of the different roads in each class, and from the information contained in the following pages, the comparison may be carried to cover the percentage or amounts of the operating expenses, fixed charges, net incomes and the other details of operation.

ROADS HAVING GROSS RECEIPTS FOR 1899 OF OVER $1,000,000.

NAME OF COMPANY.	1898.	1899.
Metropolitan St. Ry. Co., New York	$12,020,999	$13,005,020
Union Traction Co., Philadelphia	11,226,998	12,036,266
Boston Elevated R. R. Co., Boston	9,257,254	9,756,137
Manhattan Ry. Co., New York	8,965,851	9,060,096
Brooklyn Heights R. R. Co., Brooklyn	6,062,881	7,412,447
Chicago City R. R. Co., Chicago	4,832,806	5,194,439
North Jersey Street Ry. Co., Jersey City	3,472,308	3,757,505
Consolidated Traction Co., Pittsburg	2,172,278	2,753,995
Twin City Rapid Transit Co., Minneapolis	2,170,716	2,522,794
Third Ave. R. R, Co., New York	2,397,484	2,489,313
Milwaukee Electric Ry. & Light Co., Milwaukee	1,787,594	2,007,139
United Traction & Elcctric Co., Providence	1,732,424	1,898,104
Buffalo Ry. Co., Buffalo	1,813,180	1,728,653
Montreal St. Ry. Co., Montreal	1,471,940	1,660,776
United Traction Co., Pittsburg	1,469,907	1,604,266
Lynn & Boston R. R. Co., Boston	1,490,311	1,570,177
Cleveland Electric Ry. Co., Cleveland	1,718,515	1,487,706
Louisville Ry. Co., Louisville	1,297,394	1,436,828
Toronto Ry. Co., Toronto	1,210,618	1,333,542
United Traction Co., Albany	1,194,950	1,277,651
Coney Island & Brooklyn R. R. Co., Brooklyn	1,148,015	1,218,792
South Side Elevated R. R. Co., Chicago	978,330	1,170,381
Denver City Tramway Co., Denver		1,050,133
North Hudson County Ry. Co., Hoboken	966,280	1.028,827
Toledo Traction Co., Toledo	921,168	1,006,384
Total	$81,760,201	$88,467 371

ROADS HAVING GROSS RECEIPTS FOR 1899 BETWEEN $1,000,000 AND $500,000.

NAME OF COMPANY.	1898.	1899.
Rochester Ry. Co., Rochester	$824,735	$874,973
Brooklyn, Queens County & Suburban R. R. Co., Brooklyn	725,366	755,626
Los Angeles Ry. Co., Los Angeles	746,491	752,926
Cincinnati, Newport & Covington R. R. Co., Cincinnati	681,672	713,386
Lake Street Elevated R. R. Co., Chicago	633,404	697,513
Kings County Elevated R. R. Co., Brooklyn	633,617	685,944
Union Ry. Co. of New York City, N. Y	613,499	671,814
Dry Dock, East Broadway & Battery R. R. Co., New York	675,467	632,323
Springfield St. Ry. Co., Springfield, Mass	583,050	626,031
New Orleans & Carrollton R. R. Co., New Orleans	595,004	620,509
Hartford Street Ry. Co., Hartford	584,092	614,631
Worcester Consolidated Street Ry. Co., Worcester	537,873	610,153
Central Crosstown R. R. Co., New York	600,082	608,848
Fairhaven & Westville R. R. Co., New Haven	523,425	575,176
Forty-Second Street, Manhattanville & St. Nicholas Ave. Ry. Co., New York	704,809	572,215
Wilkesbarre & Wyoming Valley Traction Co., Wilkesbarre	506,747	550,947
Nashville Ry., Nashville	493,185	535,253
Lowell, Lawrence & Haverhill Street Ry. Co., Lawrence	455,545	510,220
Total	$11,113,063	$11,608,488

ROADS HAVING GROSS RECEIPTS FOR 1899 BETWEEN $100,000 AND $500,000.

NAME OF COMPANY.	1898.	1899.
Richmond Ry. & Electric Co., Richmond	$477,541	$499,243
Atlanta Ry. & Power Co., Atlanta	408,397	493,315
United Traction Co., Reading	430,956	490,712
Syracuse Rapid Transit Ry. Co., Syracuse	460,612	485,402
Pittsburg & Birmingham Traction Co., Pittsburg	436,203	479,871
Detroit Electric Ry. Co., Detroit	401,179	442,920
New York & Queens County Ry. Co., Long Island City	437,757	426,396
Lowell & Suburban Street Ry. Co., Lowell, Mass	389,949	418,248
Scranton Ry. Co., Scranton	383,727	416,608
West End Traction Co., Pittsburg	329,865	394,661
Paterson Ry. Co., Paterson	347,023	374,899
Brockton Street Ry. Co., Brockton	337,604	367,288
Bridgeport Traction Co., Bridgeport	321,343	357,604
Globe Street Ry. Co., Fall River	318,728	337,161
Thirty-Fourth Street Crosstown Ry. Co., New York	311,805	337,038
Portland R. R. Co., Portland	302,126	335,865
Sacramento Electric, Gas & Ry. Co., Sacramento	219,589	333,820
Harrisburg Traction Co., Harrisburg	301,467	312,941
Trenton Street Ry. Co.. Trenton	247,050	288,746
Fonda, Johnstown & Gloversville R. R. Co., Gloversville	256,653	287,074
Ottawa Electric Ry. Co., Ottawa	231,802	263.545
Allentown & Lehigh Valley Traction Co., Allentown, Pa	227,669	258,240
Chester Traction Co., Chester	216,215	246,063
Union Traction Co. of Indiana, Anderson		243,334
Holyoke Street Ry. Co., Holyoke	229,098	241,219
Charleston Consolidated Ry., Gas & Electric Co., Charleston		233,201
Union Street Ry. Co., New Bedford	206,138	224,468
Utica Belt Line Street Ry. Co., Utica	193,258	207,077
Conestoga Traction Co., Lancaster	194,167	205,916
Duluth Street Ry. Co., Duluth	201,840	205,856
Staten Island Electric R.R. Co.,Staten Island, N. Y		205,102
Houston Electric Street Ry. Co., Houston	191,896	204,839
Halifax Electric Tramway Co., Halifax, N.S.	197,829	203,935
Northern Ohio Traction Co., Akron		199,216
Quincy & Boston Street Ry. Co., Quincy	135,728	175,216
Augusta Ry. & Electric Co., Augusta	164,887	174,178
Columbia Ry. Co., Washington	162,497	171,397
Richmond Traction Co., Richmond	142,305	170.461
Wheeling Ry. Co., Wheeling	167,993	170,318
Manchester Street Ry. Co., Manchester	158,885	165,652
Binghamton R. R. Co., Binghamton	161,704	162,925
Worcester & Suburban Street Ry. Co., Worcester	154,367	156,944
Connecticut Lighting & Power Co., New Britain	164,443	156,241
Yonkers R. R. Co., Yonkers	116,267	154,645
Interstate Consolidated Street Ry. Co., North Attleborough	135,563	152,548
Buffalo & Niagara Falls Electric Ry. Co., Buffalo	155,497	151,671
Erie Electric Motor Co., Erie	141,947	151,667
Fitchburg & Leominster Street Ry. Co., Fitchburg	134,315	140,290
Easton Transit Co., Easton	131,758	140,121
Twenty-Eighth & Twenty-Ninth Sts Crosstown R. R. Co., New York	116,144	136,150
Staten Island Midland R. R. Co., Staten Island		135,648
Westchester Electric R. R. Co., New York	127,234	133,255
Johnstown Passenger R. R. Co., Johnstown.	113,031	131,715
Pottsville Union Traction Co., Pottsville	109,638	127,110
Monongahela Street Ry. Co., Pittsburg		124,866
Cleveland, Painesville & Eastern R. R. Co., Cleveland	105,360	121,387
Chicago General Ry. Co., Chicago	79,821	119,739
Fairmount Park Transportation Co., Philadelphia		119,105
New Castle Traction Co., New Castle	83,429	115,916
London St. Ry. Co., London, Ont	101,366	113,812
Roxborough, Chestnut Hill & Morristown Ry. Co., Philadelphia	95,949	112,284
Meriden Electric R. R. Co., Meriden	106,556	112,123
Lehigh Traction Co., Hazleton, Pa	97,025	108,756
Newton St. Ry. Co., Newton	95,820	105,617
Northampton Street Ry. Co., Northampton, Mass	92,326	103,084
Haverhill & Amesbury Street Ry. Co., Haverhill	89,665	101,936
Norfolk Suburban Street Ry. Co., Boston, Mass	99,390	100.921
Total	$12,950,396	$15,539,521

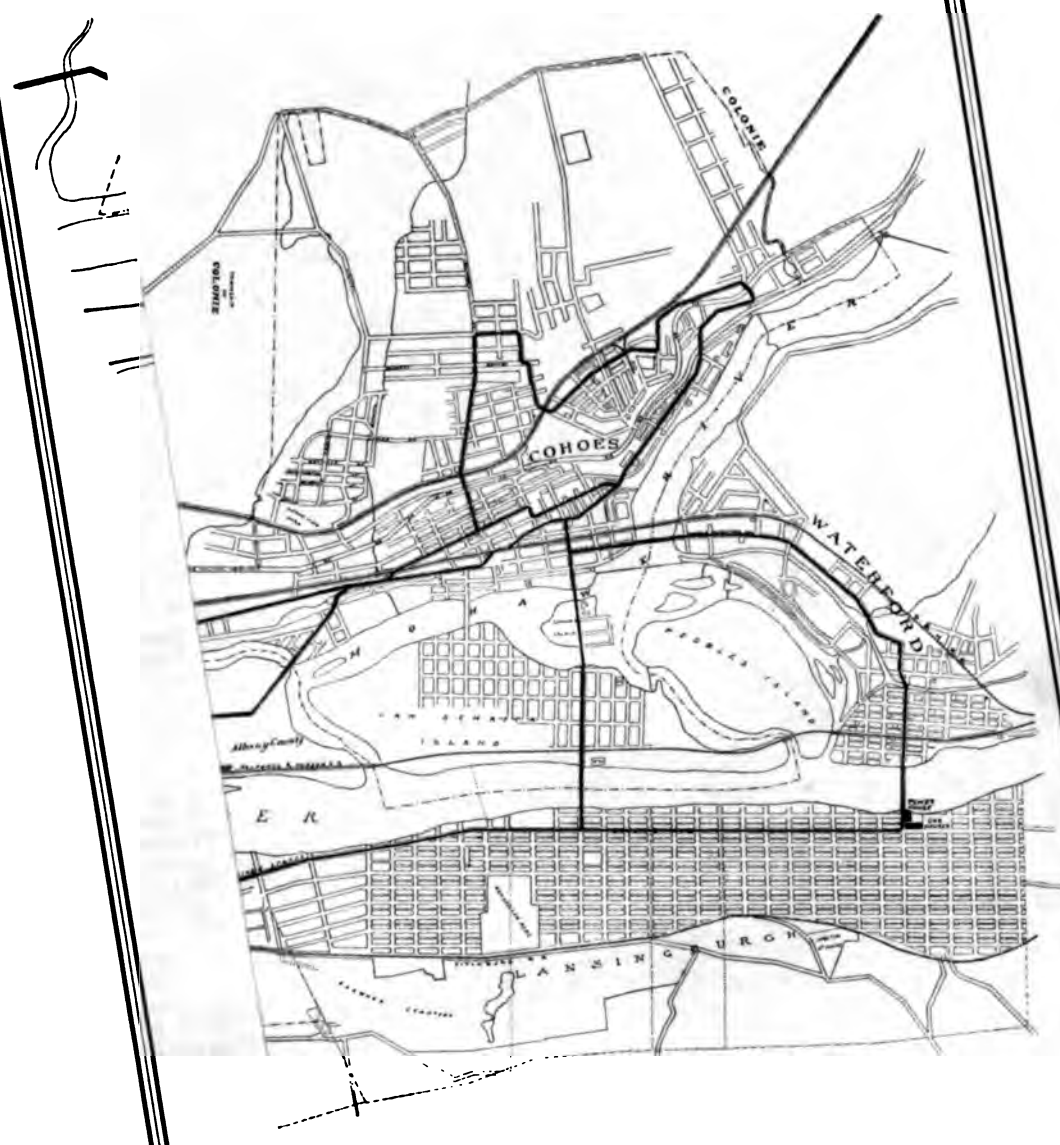
ROADS HAVING GROSS RECEIPTS FOR 1899 BETWEEN $50,000 AND $100,000.

NAME OF COMPANY.	1898.	1899.
Holmesburg, Tacony & Frankford Electric Ry. Co., Philadelphia, Pa	$92,696	$98,886
Dartmouth & Westport Street Ry. Co., New Bedford, Mass	96,914	98,066
Milford, Holliston & Framingham Street Ry. Co., Milford, Mass	83,472	94,440
Jamestown Street Ry. Co., Jamestown, N. Y.	90,902	93,050
Lorain & Cleveland Ry. Co., Cleveland, O	73,036	92.629
Niagara Falls & Suspension Bridge Ry. Co., Buffalo, N. Y	96,399	90,817
Newburg Electric Ry. Co., Newburg, N. Y	83,877	86,965
Schuylkill Traction Co., Girardville, Pa	90,279	85,819
Altoona & Logan Valley R.R.Co., Altoona, Pa.	78,176	85,782
Macon Consolidated Street Ry.Co., Macon, Ga.	78.764	84,711
Taunton Street Ry. Co., Taunton, Mass	72,083	84,503
Hoosac Valley Street Ry.Co., No. Adams, Mass.	79,242	83,764
Williamsport Passenger Ry. Co., Williamsport, Pa	69,192	81,354
Parkersburg Gas, Electric Light & Street Ry. Co., Parkersburg, W. Va		80,983
Alton Ry., Gas & Electric, Alton, Ill	77,587	80,814
Brockton, Bridgewater & Taunton Street Ry. Co., Brockton, Mass	71,277	79,704
West Roxbury & Roslindale Street Ry. Co., Boston, Mass	67,438	79,346
Norwich Street Ry. Co., Norwich, Conn	76,107	77,645
Ithaca Street Ry. Co., Ithaca, N. Y	75,141	75,690
Gloucester Street Ry. Co., Gloucester, Mass.	70,571	73,318
Delaware Co. and Philadelphia Electric Ry. Co., Philadelphia, Pa	68,477	73,177
Pittsfield Electric St. Ry. Co., Pittsfield, Mass.	66,302	73,076
Newton & Boston St. Ry. Co., Newton, Mass.	78,309	73,664
Commonwealth Ave. St. Ry. Co., Newton, Mass.	73,630	72,666
City Passenger Ry. Co., Altoona, Pa	67,813	71,466
Portsmouth, Kittery & York Street Ry. Co., Portsmouth, N. H		70,912
Beaver Valley Traction Co., Beaver Falls, Pa.	69,937	70,840
Newport & Fall River Street Ry. Co., Newport, R. I		70,836
Auburn City Ry. Co., Auburn, N. Y	62,772	70,785
Buffalo Traction Co., Buffalo, N. Y		70,631
Rockland, Thomaston & Camden St. Ry. Co., Rockland, Me	68,223	70,212
Norwalk Tramway Co., Norwalk, Conn	49,055	69,316
Kingston City R. R. Co., Kingston N. Y	60,745	67,540
Citizens' Electric Street Ry. Co., Newburyport, Mass	59,892	67,464
Schuylkill Valley Traction Co., Norristown, Pa.	63,867	67,233
Muscatine Electric Ry. Co., Muscatine, Ia	58,617	67,126
City Electric Ry. Co., Port Huron, Mich	55,252	65,390
Worcester & Marlborough Street Ry. Co., Worcester, Mass	65,631	65,188
Elmira & Horseheads Ry. Co., Elmira, N. Y.	62,169	64,410
Natick & Cochituate St. Ry.Co., Natick, Mass.	55,490	64,371
Schenectady Ry. Co., Schenectady, N. Y	57,632	64,349
Wakefield & Stoneham St. Ry. Co., Wakefield.	62,063	63,839
Bangor Street Ry. Co., Bangor, Me	65,291	63,674
Glens Falls, Sandy Hill & Ft. Edward St. Ry. Co., Glens Falls, N. Y	64,420	63,003
St. Joseph & Benton Harbor St. Ry. Co., St. Joseph, Mich	55,691	62,652
Nashua St. Ry. Co., Nashua, N. H	60,260	62,384
Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co., Geneva, N. Y	62,802	61,839
Dighton, Somerset & Swansea St. Ry. Co., Taunton, Mass	61,569	61,828
Gloucester, Essex & Beverly St. Ry. Co., Gloucester, Mass	59,036	61,368
York Street Ry. Co., York, Pa	56,637	61,211
McKeesport, Wilmerding & Duquesne Ry. Co., McKeesport, Pa	41,540	60,634
South Middlesex St. Ry. Co., Natick, Mass.	57,119	60,252
Carbondale Traction Co., Carbondale, Pa	61,186	59,752
Danbury & Bethel St. Ry. Co., Danbury, Conn.	52,440	58,675
Derby Street Ry. Co., Derby, Conn	57,103	58,624
Warren, Brookfield & Spencer St. Ry. Co., Brookfield, Mass	48,241	58,142
Woonsocket St. Ry. Co., Woonsocket, R. I.	55,547	57,882
Concord St. Ry. Co., Concord, N. H	52,440	57,364
New London St. Ry. Co., New London, Conn.	55,802	56,574
Taunton & Brockton St. Ry. Co., Taunton, Mass.	48,658	54,315
Charlotte Electric Ry., Light & Power Co., Charlotte, Va	52,376	53,663
Marlborough St. Ry. Co., Marlborough, Mass.	38,855	53,567
Wellesley & Boston St. Ry. Co., Newton, Mass.	39,374	53,024
Newport St. Ry. Co., Newport, R. I	48,031	53,007
West Side St. Ry. Co., Elmira, N. Y	51,930	52,211
Burlington Traction Co., Burlington, Vt	49,369	51,949
Leominster & Clinton St. Ry. Co., Leominster.	43,626	50,266
Stamford St. Ry. Co., Stamford, Conn	48,561	50,042
Total	$4,116,933	$4,720,679

ROADS HAVING GROSS RECEIPTS FOR 1899 BETWEEN $25,000 AND $50,000.

NAME OF COMPANY.	1898.	1899.
Norwalk St. Ry. Co., Norwalk Conn		$49,738
Philadelphia & West Chester Traction Co., Philadelphia, Pa	27,777	49,210
Bangor, Orono & Oldtown Ry. Co., Bangor, Me.	63,667	49,183
Fulton St. R. R, Co. New York City N. Y	59,743	47,553
Lima Ry. Co., Lima, O	41,467	47,285
Amsterdam St. R. R. Co., Amsterdam, N. Y.	45,422	46,950
Norfolk Central St. Ry. Co., Dedham, Mass.	38,263	46,689
Marshalltown Light Power & Ry. Co., Marshalltown Ia	41,607	45,581
Olean City Ry. Co., Olean, N. Y	34,977	45,485
Van Brunt St. & Erie Basin R. R. Co., Brooklyn, N. Y	32,101	45,450
Buffalo, Bellevue & Lancaster Ry. Co., Buffalo N. Y	38,365	45,422
Suburban Rapid Transit St. Ry. Co., Pittsburg.	45,445	45,071
North Woburn St. Ry. Co., North Woburn	40,838	44,763
Hamilton, Grimsby & Beansville Electric Ry. Co., Hamilton, Ont	42,736	44,670
Lebanon & Annville St. Ry. Co., Lebanon, Pa.	39,015	44,090
Zanesville Electric Sy. Co., Zanesville, O		43,515
Herkimer, Mohawk, Ilion & Frankfort Electric Ry. Co., Mohawk, N. Y	38,631	42,176
Plymouth & Kingston St. Ry. Co., Plymouth	36,834	42,028
Shamokin & Mt. Carmel Electric Ry. Co., Shamokin, Pa	47,173	41,940
Menominee Electric Light, Ry. & Power Co., Menominee, Mich	39,693	41,514
Middletown St. Ry. Co., Middletown, Conn.	24,537	40,511
Augusta Hallowell & Gardiner R. R. Co., Augusta, Me	40,620	39,770
Cleveland & Chagrin Falls Elec. R. R. Co., Cleveland, O	36,475	39,487
Bridgeton & Millville Traction Co., Bridgeton.	35,055	39,180
Stillwater & Mechanicsville St. Ry. Co., Stillwater, N. Y	15,374	38,913
Tamaqua & Lansford St. Ry. Co., Lansford, Pa.		37,672
Greenfield & Turners Falls St. Ry. Co., Greenfield, Mass	34,585	37,036
Exeter, Hampton & Amesbury St. Ry. Co., Exeter, N. H	29,023	36,569
Union Electric R. R. Co., Dover, N. H	34,697	36,492
Black River Traction Co., Watertown, N. Y.		36,221
Chillicothe Electric R. R., Light & Power Co. Chillicothe, O	24,355	35,790
Scranton & Carbondale Trac. Co., Scranton, Pa.	38,443	35,274
East Side Traction Co., Syracuse, N. Y		35,200
Sandusky, Milan & Norwalk Electric Ry. Co., Sandusky, O		34,734
Troy & New England R. R. Co., Troy, N.Y.	27,438	34,666
Oil City St. Ry. C., Oil City, Pa	30,237	34,611
Citizens' St. Ry. Co., Fishkill, N. Y	33,934	34,425
Bennington & Hoosick Valley Ry. Co., Hoosick Falls, N. Y		34,107
Mystic Valley St. Ry. Co., Stoneham, Mass.	13,579	33,929
Seattle & Renton Ry. Co., Seattle, Wash	27,634	33,698
Athens Electric Ry. Co., Athens, Ga	30,680	33,657
Cortland Homer Traction Co., Cortland, N.Y.	34,406	33,541
Meadville Traction Co., Meadville, Pa		33,302
Olean, Rock City & Bradford R.R. Co., Bradford, Pa	25,826	33,172
Reading & Southwestern St. Ry. Co., Reading.	32,831	32,531
Framingham, Union St. Ry. Co., Framingham, Mass	30,424	32,148
Greensburg, Jeannette & Pittsburg St. Ry. Co., Greensburg, Pa	45,485	31,335
Rochester & Irondequoit R.R. Co., Rochester.	49,046	31,292
Biddeford & Saco St. R.R. Co., Biddeford, Me.	24,958	30,656
Southbridge & Sturbridge St. Ry. Co., Southbridge, Mass	28,531	30,507
Rockport St. Ry. Co., Rockport, Mass	28,433	30,072
Athol & Orange St. Ry. Co., Athol, Mass.	29,459	29,824
Dunkirk & Fredonia St. Ry. Co., Fredonia, N.Y.	26,068	29,794
City Electric Ry. Co., Rome, Ga	23,511	28,732
Colonial City Traction Co., Kingston, N. Y.	24,740	27,300
Woronoco St. Ry. Co., Westfield, Mass	22,977	27,207
Meriden, Southington & Compounce Tramway Co., Meriden, Conn		27,177
Utica & Mohawk R. R. Co., Utica, N. Y	26,422	27,096
Bradford Electric St. Ry. Co., Bradford, Pa.	27,841	27,003
Milford St. Ry. Co., Milford, Conn		26,930
Boone Electric St. Ry. & Light Co., Boone, Ia.	20,833	26,901
Washington Electric St. Ry. Co., Washington, Pa	27,701	26,656
Oswego Traction Co., Oswego, N. Y	22,965	26,396
Versailles Traction Co., McKeesport, Pa	22,092	25,699
Marietta Electric Co., Marietta, O		25,374
Corning & Painted Post St. Ry. Co., Corning, N.Y.	24,849	25,340
Harrisburg & Mechanicsburg Electric St. Ry. Co., Harrisburg, Pa	23,194	25,299
Total	$1,853,012	$2,421,539

OF
ROY, NEW YORK,
SUBURBS,
LINES OF THE
OMPANY, OF ALBANY.



ADRIAN, MICH.

Population in 1880, 7,849, in 1890, 8,756, in 1895 (local estimates), over 9,000, in 1899 (local estimates), 11,000.

Adrian Street Railway Co.—This company was chartered Feb. 13, 1900, for thirty years, as a reorganization of the Adrian Electric Street Railway Co., whose road was sold at receiver's sale on Dec. 17, 1897, to A. P. Southworth.

CAPITAL STOCK, authorized and issued, $40,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $25,000; dated Apr. 1, 1900, due 1925; int. payable Apr. and Oct.; sinking fund provided for.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 38 lb. to 60 lb. T and girder rail; 8 motor cars; Walker and Detroit motors.

OFFICER—Supt. A. P. Southworth.

GENERAL OFFICE, 82 W. Maumee St.

REFERENCES.—Receivership, Vol. XI, Jan., '95, p. 58.

Date of information, Mar., 1900. x

AKRON, O.

Population in 1880, 16,512, in 1890, 27,601.

Northern Ohio Traction Co.—Chartered July 12, 1899. This company is a consolidation of the Akron, Bedford & Cleveland R. R. of Cleveland O., and the Akron Traction & Electric Co.

CAPITAL STOCK, authorized and issued, $2,000,000; par value, $100 per share.

First preferred stock, authorized, $1,000,000, issued, $500,000; par value, $100 per share, 5 p. c. per annum.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued, $2,500,000 (see Note), in treasury, $500,000; coupon, but may be registered; dated July 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July, at offices of Central Trust Co., of New York, or the Dime Savings & Banking Co. of Cleveland, O., trustees of mortgage.

Akron Traction & Electric Co.'s 5 p. c. gold mortgage bonds, authorized, $1,200,000, issued, $900,000; dated 1899, due 1923; denom. $1,000.

Akron, Bedford & Cleveland R. R. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; dated Sept. 1, 1895, due 1915; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

Akron, Bedford & Cleveland R. R. Co.'s general mortgage 5 p. c. bonds, authorized and issued, $700,000; dated Oct. 1, 1898, due 1918; denom. $1,000; int. pay. Apr. and Oct., at office of the Dime Savings & Banking Co., of Cleveland, Ohio, trustee of mortgage.

NOTE.—Of the Northern Ohio Traction Co.'s $3,000,000 of bonds $500,000 are held to construct an extension to Barberton, and the remainder to retire the underlying liens.

OPERATION.—6 months ending Dec. 31, 1899.

Gross receipts	$199,216
Operating expenses	123,524
Earnings from operation	75,692
Per cent. op. exp. to total receipts	62.0

PLANT AND EQUIPMENT of the Akron Traction & Electric Co.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 50 lb. and 70 lb. girder rail; 55 cars, of which 30 are motor cars and 25 trail cars; 900 H. P. station plant; Gen. Elec. and Walker dynamos and motors

PLANT AND EQUIPMENT of the Akron, Bedford & Cleveland R. R. Co.—Miles of track (electric), 30; gauge, 4 ft. 8½ in.; 60 lb. T and 70 lb. girder rail; 21 motor cars; Allis engines, West dynamos and motors, Jackson & Sharp and Brill cars.

OFFICERS.—Pres. H. A. Everett, V. Pres. Will Christy, Sec. C. F. Moore, Treas. J. R. Nutt, Supt. L. E. Beilstein.

DIRECTORS.—H. A. Everett, Will Christy, C. F. Moore, C. W. Wason, B. Mahler, Andrew Squire, L. E. Beilstein.

GENERAL OFFICE, Akron, O.

REFERENCES.—AKRON ST. RY. & ILLUMINATING CO., increase of bonds, Vol. XI, Feb., '95, p. 124; receivership, Vol. XIV., Feb. '98, p. 81; description of power plant, Vol. XIV, Sept.,'98, p. 523 (Ill.)

Date of information, Mar., 1900. x

Akron & Cuyahoga Falls Rapid Transit Co.— Chartered May 11, 1894.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—First mortgage 6 p.c. bonds, authorized, $600,000, issued, $400,000; dated July, 1, 1895, due 1919; int. payable July and Jan., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 27; gauge 4 ft. 8½ in.; 50 lb. and 70 lb. girder and T rail; 39 motor cars; Ideal and Buckeye engines; Gen. Elec. dynamos and motors, Brill, Pullman and Wells & French cars.

OFFICERS.—Pres., Gen. Man. & Pur. Agt. Thomas F. Walsh, V. Pres. J. Wainwright, Sec. & Treas. Pierre W. Briggs, Supt. & Elecn. C. A. Bien.

GENERAL OFFICE, 153 Main St., Akron, O.

Date of information, Feb., 1899. x

ALBANY, N. Y.

Population in 1880, 90,758, in 1890, 94,923.

United Traction Co.—This is a consolidation effected on Dec. 30, 1899, of the following companies:

The Albany Railway,
  Watervliet Turnpike R. R. Co.,
  Cohoes City Ry. Co.
Troy City Ry. Co.,
  Troy & Lansingburg R. R. Co.,
  Troy & Cohoes R. R. Co.,
  Lansingburg & Cohoes R. R. Co,
  Waterford & Cohoes R. R. Co.
Troy & West Troy Bridge Co.
Union Bridge Co.

The system controlled by this consolidated company operates in a large number of cities and towns in Albany and Rensselaer Counties. (See map inset between pages 4 and 5). A portion of the power used is furnished under contract by the Hudson River Power Transmission Co., of Mechanicsville.

Capital Stock, authorized and issued, $5,000,000; par value, $100 per share. (In this amount is included $1,000,000 in capital stock authorized by the stockholders on Feb. 3, 1900, one quarter of the subscription to be paid May 1, one quarter Aug. 1, one quarter Nov. 1, and final payment April 25, 1901. With a part of the proceeds of this new issue the Troy City Ry. Co.'s debentures, series D and E, are to be retired.)

Funded Debt, authorized and issued, $3,474,000, as follows:

The Albany Railway's consolidated mortgage 5 p. c. bonds, authorized, $500,000; issued, $428,000; coupon, but may be registered; dated Jan. 1, 1890, due 1930; denom. $1,000; int. payable Jan. and July at office of Central Trust Company of New York, trustee of mortgage.

The Albany Railway's first mortgage 5 p. c. bonds, authorized, $40,000; outstanding, $29,000; dated July 1, 1864, due 1905; denom. $500 and $1,000; int. payable Jan. and July at National Commercial Bank of Albany.

The Albany Railway's fourth mortgage 6 p. c. bonds, authorized, $11,500; outstanding, $11,000; dated Mar.1, 1880, due 1905; denom. $500; int. payable Mar. and Sept. at National Commercial Bank of Albany.

The Albany Railway's fifth mortgage 5 p. c. bonds, authorized, $50,000; outstanding, $32,000; dated Sept. 1, 1888, due 1913; denom. $500 and $1,000; int. payable Mar. and Sept at National Commercial Bank of Albany.

The Albany Railway's general mortgage 5 p. c. gold bonds, authorized, $750,000; issued, $474,000; dated June 1, 1897, due 1947; int. payable June and Dec.; trustee of mortgage, Central Trust Co.

Watervliet Turnpike & R. R. Co.'s first mortgage 6 p. c. bonds, issued, $350,000; dated May 1, 1889, due 1919; denom. $1,000; int. payable May and Nov. at office of Boston Safe Deposit & Trust Co., of Boston, Mass., trustee of mortgage.

Watervliet Turnpike & R. R. Co.'s second mortgage 6 p. c. bonds, authorized and issued, $150,000; dated June 20, 1890, due May 1, 1919; denom. $1,000; int. payable May and Nov. at office of Metropolitan Trust Co., of New York.

Troy & Lansingburg R. R. Co.'s first mortgage 5 p. c. bonds, $34,000; due Apr. 1, 1903; int. payable Apr. and Oct.

Troy City Ry. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000; issued, $1,966,000; coupon, but may be registered; dated Oct. 1, 1892, due 1942; denom. $1,000; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

Troy City Ry. Co.'s series D debenture 5 p. c. bonds, authorized and issued, $200,000; dated May 1 and Nov. 1, 1895, due 1900; int. payable May and Nov., subject to call May 1, 1898 (see opening paragraph).

Troy City Ry. Co.'s series E debenture 5 p. c. bonds, authorized, $200,000; issued, $199,300; dated May 1, 1896, due, 1901; int. payable May and Nov. (see opening paragraph).

Operation.—The following is a combined report of all the properties now included in the consolidated system for the years ending

June 30,	1896.	1897.	1898.	1899.
Receipts from operation..	$1,062,358	$1,056,949	$1,146,255	$1,255,519
" " other sources	27,530	31,678	48,695	22,132
" total.....	1,089,888	1,088,628	1,194,950	1,277,651
Operating expenses.....	625,207	640,411	714,972	802,668
Earnings from operation.	464,681	448,217	479,978	474,983
Deductions from earnings.				
Interest on bonds....	152,952	155,392	170,946	176,867
Taxes.....	25,075	27,958	34,102	37,293
Rentals.....	42,416	44,243	37,526	37,526
Net income.....	244,238	220,624	237,404	223,297

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.
General expenses	$ 92,338	$ 86,053	$ 97,409
Transportation "	384,846	422,580	480,910
Maintenance of road & buildings	59,857	36,972	57,249
" " equipment	88,165	94,806	79,405
Total	$625,207	$640,411	$714,972

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.
Passengers carried	20,124,731	20,149,444	22,111,489
Car miles run		5,178,586	5,896,623
Total receipts per car mile		$.210	$.202
Operating expenses "		.124	.121

Plant and Equipment.—Miles of track (electric), 78; gauge, 4 ft. 8½ in.; 65 lb. to 104 lb. girder and T rail; 400 cars, of which 321 are motor cars, 73 are trail cars and 6 freight cars; Gen. Elec. dynamos, Gen. Elec., West. and Walker generators, West. motors, Gilbert, Brill and Jones cars, Taylor trucks.

Officers.—Pres. Robt. C. Pruyn, V. Pres. Charles Cleminshaw, Sec. & Treas. John W. McNamara, Supt. Edgar S. Fassett, Asst. Treas. & Pur. Agt. Joseph S. House.

Directors.—Robt. C. Pruyn, John W. McNamara, A. Bleecker Banks, William McEwan, Anthony N. Brady, James H. Manning, Wm. J. Walker, John G. Myers, Simon W. Rosendale of Albany, Edward Murphy, Jr., Wm. Kemp, Chas. Cleminshaw, Frances N. Mann, Wm. Shaw, Jas. O'Neill, C. W. Collins of Troy.

General Office, Broadway and State Street, Albany, N. Y.

References.—Description of road, Vol. VI, June, '90, p. 273 (ill.); Vol. VIII, Jan. and Feb., '92, p. 44 and 63 (ill.); Vol. IX, July, '93, p. 467 (ill.); description of shops and car house, Vol. X, Mar., '94, p. 151 (ill.); steel fly wheel (ill.), (brief), Vol. XII, July, '96, p. 428; operating detail, Vol. XIII, May, '97, p. 292; fenders, Vol. XIII, June, '97, p. 368.

Date of information, Jan., 1900. b x

For map of road, see inset between pages 4 and 5.

Watervliet Turnpike & Railroad Co.—Chartered Apr. 15, 1862.

Capital Stock, authorized and issued, $240,000.

Funded Debt.—First mortgage 6 p. c. bonds, $350,000; coupon, but may be registered; dated May 1, 1889, due 1919; denom. $1,000; int. payable May and Nov. at office of Boston Safe Deposit & Trust Co., of Boston, trustee of mortgage.

Second mortgage bonds, for description of which see United Traction Co., of Troy and Albany.

Date of information, Jan., 1900. b x

For map of road, see inset between pages 4 and 5.

Albany & Schoharie Valley Railroad Co.—This company is the successor to the Albany, Helderburg & Schoharie Electric Railway Co., which was chartered November 15, 1895, to build an electric railway from Albany to Schoharie, 44 miles. Annual meeting third Tuesday in Sept. Nearly all of the rights of way through the towns have been secured, and the terminal in Albany has been obtained from the City Council. It is expected to place the road in operation by June 1, 1900.

Capital Stock, $1,250,000, paid in, $49,975; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,200,000; dated Oct. 1. 1899; denom. $1,000; int. payable Apr. and Oct. at office of the City Trust Co., of New York City, trustee of mortgage.

Officers.—Pres. H. W. Burgett (Boston), V. Pres. B. M. Secor (Albany), Sec. Wm. H. Erwin (Albany), Treas. Chas. E. Bibber (Boston).

Directors.—H. W. Burgett, B. M. Secor, Chas. E. Bibber, H. W. Smith, J. M. Erwin, Jas. M. Borthwick, R. J. McCauley, Thos. J. Wood, Ezra Twitchell, O. F. Plank, R. Schermerhorn, C. F. Perkins, C. C. Kromer.

General Office, 12 Tweddle Bldg., Albany, N. Y.

Date of information, Dec., 1899. b x

ALBANY, ORE.

Population in 1880, 1,867, in 1890, 3,079, in 1896 (local estimates), 6,000.

Albany Street Railway Co.—Chartered Feb. 19, 1889. Annual meeting first Wednesday in Mar.

CAPITAL STOCK, authorized, $15,000, issued, $12,500.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (steam), 3; gauge, 3 ft. 6 in.; 25 lb. and 35 lb. T rail; 1 dummy, 3 cars; Porter engines, Pullman cars.

OFFICERS.—Pres. E. F. Sox, V. Pres. R, Moore, Sec. Gen. Man. & Pur. Agt. C. G. Burkhart, Treas. S. E. Young, Ch. Engr. Robt. Moore.

GENERAL OFFICE, Albany, Ore.

Date of information, May, 1899. c

ALLENTOWN, PA.

Population in 1880, 18,063, in 1890, 25,228.

Lehigh Valley Traction Co.—This company is the consolidation effected Nov. 17, 1899, of the Allentown & Lehigh Valley Traction Co., with practically all the lines operating in Allentown and vicinity, comprising the properties previously owned or leased by the Allentown & Lehigh Valley Traction Co., as follows:

Allentown & Bethlehem Rapid Transit Co.,
Lehigh Valley Traction Co.,
Allentown Passenger Ry. Co.,
Bethlehem & Allentown Street Ry. Co.,
Bethlehem & South Bethlehem Street Ry. Co.,
Catasauqua & Northern Street Ry. Co.,
South Bethlehem & Hellerstown Street Ry. Co.,
Allentown & Emaus Street Ry. Co.,
Allentown Electric Light & Power Co.,
Rittersville Hotel Co. and Park.

In Feb., 1900, the properties of the Bethlehem & Nazareth St. Ry. Co. and the Bethlehem Electric Light Co. were also acquired. The company owns the entire capital stocks of all the above companies, excepting the Allentown Electric Light & Power Co., of which it owns the majority of stock. The corporate existence of the old companies is, however, preserved, as valuable rights, including the right of eminent domain, are conferred by some of their original charters.

Capital Stock, authorized and issued, $3,000,000; par value, $100 per share.

Funded Debt.—General mortgage 4 p. c. gold bonds, authorized, $3,000,000; issued, (see Note); dated Dec. 1, 1899, due 1929; denom. $1,000; int. payable June and Dec.

Note.—This mortgage is intended to provide for the retirement of the prior liens of the Allentown & Lehigh Valley Traction Co. (which see).

Officers.—Pres. A. L. Johnson, V. Pres. T. L. Johnson, Sec. J. E. Kenny.

General Office, Allentown, Pa.

Date of information, Feb., 1900. x

Allentown & Lehigh Valley Traction Co.—Chartered May 31, 1893. The company operates under lease dated Jan. 1, 1895, the Allentown & Bethlehem Rapid Transit Co., the Lehigh Valley Traction Co., the Allentown Passenger Ry. Co., the Bethlehem & Allentown Street Ry. Co., the Bethlehem & South Bethlehem Street Ry. Co., the Catasauqua & Northern Street Ry. Co., and controls and operates the Allentown Electric Light & Power Co., and the Rittersville Hotel Co. The company owns the entire capital stock of the above companies, except the Allentown Electric Light & Power Co., in which it owns the majority of the stock. On Mar. 8, 1894, this company by purchase of the entire capital stock, assumed control of the Allentown & Bethlehem Rapid Transit Co., and during the summer completed its own lines and connected the lines of the two companies for practical and economical operation. On Sept. 29, 1897, this company leased the South Bethlehem and Hellertown Street Ry. Co. On May 30, 1898, this company leased for thirty years, the Allentown and Emaus Street Ry. Co. On Nov. 17, 1899, was consolidated with its constituent companies, forming the new Lehigh Valley Traction Co.

Capital Stock, authorized and issued, $4,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; coupon, but may be registered; dated Sept. 1, 1893, due 1913; int. payable Mar. and Sept., at office of New York Security & Trust Co., of New York, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized $2,000,000, issued (understood to be), $450,000, in escrow (see Note), $1,300,000, in treasury, $250,000; coupon, but may be registered; dated Jan. 1, 1895, due 1925; int. payable Jan. and July. This mortgage covers all the railway property and franchises above mentioned and includes Allentown Electric Light & Power Co. and Rittersville Hotel Co.

Allentown & Bethlehem Rapid Transit Co.'s first mortgage 6 p.c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1891, due 1911, but subject to call at 110 and interest after July 1, 1896; int. payable Jan. and July, at office of the Old Colony Trust Co., of Boston, trustee of mortgage.

Note.—$1,300,000 of the first consolidated mortgage bonds are understood to be held in escrow to retire the prior liens described above.

Operation.—Combined operating report of the properties now controlled by the company for the years ending

	June 30, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Receipts from passengers	$230,403	$213,861	$225,509	$257,638
" " other sources	8,050	984	2,160	812
" total	238,453	214,845	227,669	258,450
Operating expenses	114,559	116,015	119,885	144,896
Earnings from operation	123,894	98,830	107,784	113,554
Fixed charges and interest	87,743	99,013	92,609	94,703
Net income	36,151	*183	15,175	18,851

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Investment	$3,593,075	$1,660,873	$1,702,611	$1,765,124	$1,958,829
Stk of oth.co.'s.	2,500,000	1,940,846	1,954,542	1,956,497	1,957,082
Pur. of leases & real est. A. & B. R.T.Co.			2,500,000	2,500,000	2,500,000
Treas. & trust'd bonds	2,080,000				
Accs.receivable	29,783	82,523	2,046	9,693	20,592
Sup. and suspense acct.	24,812	55,336	21,525	38,228	35,734
Advance payts.				69,570	69,570
Current assets.			120,494		
Cash	5,465	935	2,150	4,704	7,208
Construct'n for Elec. Lt.Co .				38,802	38,802
Total	$8,233,135	$3,740,513	$6,303,367	$6,382,618	$6,587,817
LIABILITIES.					
Capital stock	$4,000,000	$1,500,000	$4,000,000	$4,000,000	$4,000,000
1st mrtg. bds.	1,250,000	1,170,000	1,170,000	1,183,000	1,183,000
Con. mrtg. bds.	2,000,000				
Interest		11,467	11,167	11,417	11,442
Unfu'ded debt.	667,268	676,760	748,606	804,171	960,705
Pur.ac. A. & B. R. T. Co.	235,000	214,207		203,178	
Accts. payable.		75,824	76,269	73,604	104,976
Sundry accts.	24,763		205,252		201,596
Profit and loss (surplus)	56,105	92,255	92,073	107,248	126,098
Total	$8,233,135	$3,740,513	$6,303,367	$6,382,618	$6,587,817

Plant and Equipment.—Miles of track (electric), 53; gauge, 4 ft. 8½ in.; 60 lb. to 70 lb. T and girder rail; 70 motor cars; Cooper engines, Gen. Elec. and West. dynamos, Steel motors, Brill and Stephenson cars.

Officers.—Pres. Albert L. Johnson, Sec. & Treas. A. F. Walter, Gen. Man. Samuel Harris, Supt. James Uhl.

Directors.—Albert L. Johnson, A. F. Walter, Tom L. Johnson, Jilson J. Coleman, Wilson J. Hartzell, M. L. Kauffman and Robert E. Wright.

General Office, Allentown, Pa.

References.—Description of road, Vol. X, July, '94, p. 428 (ill.); pleasure park, Vol. XIII, June, '97, p. 346; Vol. XV, May, '99, p. 302.

Date of information, Jan., 1900. b

Allentown & Kutztown Electric Railway Co.

Capital Stock, authorized, $250,000; issued, $240,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $160,000; outstanding, $30,000.

Plant and Equipment.—Miles of track (electric), 10; 65 lb. T rail; 11 cars, of which 7 are motor cars and 4 trail cars; West. generator.

Officers.—Pres. G. H. Gerber, Pottsville, Pa.; Sec. A. R. Beers, Mauch Chunk, Pa.; Treas. C. A. Dorney, Allentown, Pa.; Supt. L. P. Muthart, Allentown, Pa.

General Office, Allentown, Pa.

Date of information, Mar. 1900. x

ALLIANCE, O.

Population in 1880, 4,634; in 1890, 7,607; in 1899, 10,000.

Alliance Street Railway Co.

CAPITAL STOCK, authorized, $100,000; issued, $85,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 4 motor cars; 160 H. P. station plant, Phœnix Iron Works engines, Gen. Elec. dynamos, West. motors, Brill and Laclede cars.

OFFICERS.—Pres. & Treas. W. W. Hazzard, Sec. & Gen. Man. W. J. Berry, Ch. Engr. of Power Station Frank Bankard.

GENERAL OFFICE, 11 South Arch Ave.

Date of information, Feb., 1900. x

ALTON, ILL.

Population in 1880, 8,965, in 1890, 10,294, in 1899, estimated population of Alton, Upper Alton and North Alton, 21,000.

Alton Railway, Gas & Electric Co.

—Chartered June, 1899, for 99 years. Annual meeting in Jan. This company is the successor to the Alton Ry. & Illuminating Co., which was chartered July, 1895, a consolidation of the Alton Electric Street R. R. Co., the Alton Improvement Association and the Alton & Upper Alton Horse Ry. & Carrying Co. The new company has recently purchased the property of the Alton Gas & Electric Co. from the bondholders, who took the property under foreclosure, July 1, 1899.

FRANCHISES.—Franchises granted in 1867 in perpetuity, and in 1896 for 20 years. Renewed and extended for 50 years from Nov. 25, 1898. Electric light franchise granted in 1896 for 20 years, renewed and extended for 50 years, from Nov. 25, 1898. Gas franchise granted in 1877, in perpetuity. Heating franchise granted in 1899, in perpetuity.

CAPITAL STOCK, authorized and issued, $500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $130,500, in escrow, $250,000; in treasury, $119,500 (see note); coupon, but may be registered; dated Oct. 1, 1899, due 1919; denom. $1,000; int. payable at office of Manhattan Trust Co., of New York, registrar.

NOTE.—$250,000 of the first mortgage bonds are held in escrow to retire underlying bonds on parts of plant, and the $119,500 are held for future extensions.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.
Receipts from passengers	$34,706	$44,222	$48,888	$52,312
" electric lighting	27,030	27,714	28,262	28,231
" from other sources		1,259	437	271
" total	61,736	73,195	77,587	80,814
Operating expenses	29,907	36,872	36,759	39,187
Earnings from operation	31,829	36,322	40,826	41,627
Deductions from earnings.				
Interest	11,956	16,582	15,048	14,392
Taxes	1,665	1,962	2,625	2,338
Legal exp. and attorneys fees		398	5,546	1,695
Net income	18,208	17,381	17,608	23,202

BALANCE SHEET.—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Plant and property	$909,258	Capital stock	$500,000
Extensions	37,198	Funded Debt	375,000
Accounts receivable	7,638	Bills and acts. payable	4,096
Cash	15,280	Contracting account	1,360
Materials and supplies	4,266	Profit and loss (surplus)	95,349
Contracting account	615		
Annual expenses	1,550		
Total	$975,805	Total	$975,805

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 56 lb. 60 lb. and 70 lb. girder and T rail; 8 horses, 15 motor cars; 1,250 H. P. engines, Buckeye engines, Brush, Gen. Elec. and Fort Wayne dynamos, Walker and Gen. Elec. motors, Laclede cars, Peckham trucks.

ELECTRIC LIGHT PLANT.—600 H. P. operating 175 arc lights and 8,000 incandescent lights and 175 H. P. of motors.

GAS PLANT.—Retort capacity, 75,000 cu. ft. coal gas.

HEATING PLANT.—Forced hot water circulation, with capacity for 100,000 ft. of radiation. Started Jan. 1, 1900.

OFFICERS.—Pres. Treas. & Pur. Agt. Joseph F. Porter, V. Pres. O. S. Stowell, Sec. H. S. Baker, Ch. Engr. J. T. King, Supt. railway, W. E. Porter, Supt. lighting, J. Frank Andres.

DIRECTORS.—C. A. Caldwell, H. C. Priest, O. S. Stowell, H. S. Baker, J. F. Porter.

GENERAL OFFICE.—Second and Market Sts., Alton, Ill.

Date of information, Feb., 1900. z

For map of road see page 8.

NEW CORPORATION.

Alton & East Alton Railway and Power Co.

—This road is not yet in operation.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

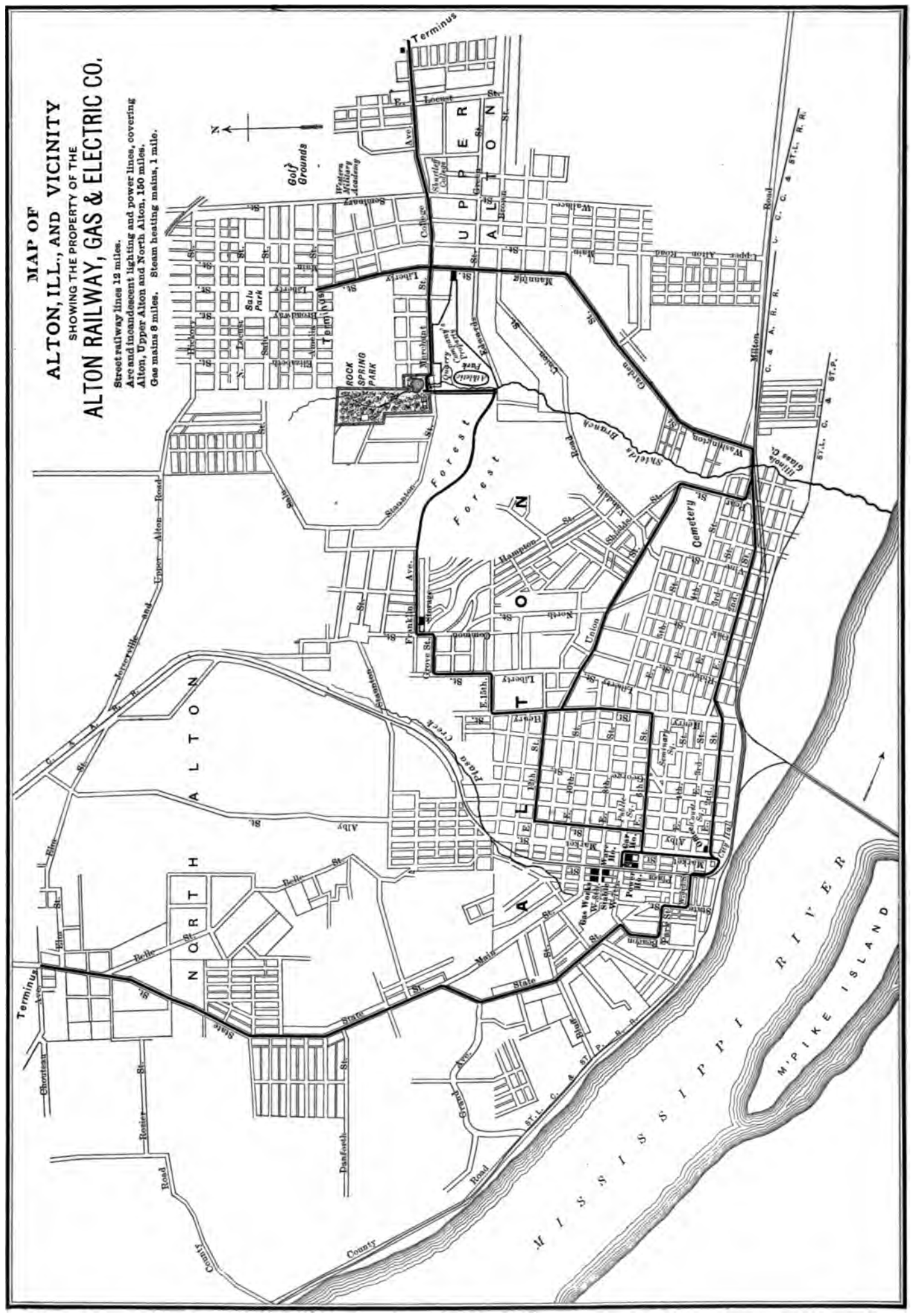
FUNDED DEBT.—None.

OFFICERS.—Pres. H. C. Priest, V.Pres. G. M. Ryrie, Sec. Treas. and Man. J. F. Porter.

DIRECTORS.—C. A. Caldwell, O. S. Stowell, G. M. Ryrie, H. C. Priest, J. F. Porter.

GENERAL OFFICE, 205 Market St., Alton, Ill.

Date of information, Feb. 1900. z


MAP OF
ALTON, ILL., AND VICINITY
SHOWING THE PROPERTY OF THE
ALTON RAILWAY, GAS & ELECTRIC CO.
Street railway lines 12 miles.
Arc and incandescent lighting and power lines, covering Alton, Upper Alton and North Alton, 150 miles.
Gas mains 8 miles. Steam heating mains, 1 mile.
Terminus
Golf Grounds
Western Military Academy
Shurtleff College
UPPER ALTON
Terminus
ROCK SPRING PARK
Athletic Park
Forest
Forest
Cemetery
Illinois Glass Co.
Milton
C. & A. R. R.
St. L. C. & St. P. R. R.
Upper Alton Road
Jerseyville and Upper Alton Road
Terminus
NORTH ALTON
ALTON
Piasa Creek
Mississippi River
M'Pike Island
Country Road

ALTOONA, PA.

Population in 1880, 19,710, in 1890, 30,337. Local estimates place the population of Altoona and suburbs in 1893 at 40,183.

The Altoona & Logan Valley Electric Railway Co.—Chartered Dec. 12, 1892, for 999 years. Annual meeting, Jan. This company owns and operates the lines of the City Passenger Ry. Co., of Altoona, and also owns the Altoona Gas Co.

Capital Stock, authorized, $500,000, issued, $380,350; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized, $500,000, outstanding, $475,000, in treasury (see Note), $25,000; dated July 1, 1893, due July 1, 1923; denom. $500 and $1,000; int. payable Jan. and July, at office of Cassatt & Co., of Philadelphia, and First National Bank of Altoona; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia.

Note.—The mortgage deed provides that not less than 1 p. c. of the bonds authorized shall be retired annually, and $25,000 have already been so retired.

The bonds may be called for payment after July, 1903, at twenty-one days' notice, at 105 and accrued interest.

Franchises.—Granted 1893 in perpetuity, conveying exclusive rights for Hollidaysburg, and right for double track railroad, thence to Altoona, and from Altoona to Bellwood; also exclusive rights in Bellwood.

Operation.—Year ending Dec. 31.

	1894.	1895.	1896.	1898.	June 30, 1899.
Receipts from pass.....	$72,739	$82,094	$89,446	$77,936	$77,154
" other sources..	389	1,198	818	240	8,628
" total.....	73,128	83,292	90,264	78,176	85,782
Operating expenses....	33,217	41,157	47,442	40,576	38,871
Earnings from operat'n.	39,911	42,135	42,822	37,600	46,911
Deduc. from earnings.					
Int. on bonds.....	25,113	25,000	25,000	25,000	25,000
Sinking fund.....	5,000	5,000	5.000	5,000	5,000
Taxes.....	1,775	3,204	3,350	4,399	4,142
Rentals.....	360	360		1,373	1,375
Fire loss.....	8,829				
Income.....	7,663	8,570	9,472	1,828	11,394
Dividend on investment.			5,074	8,457	
Net income.....			14,546	10,285	11,394
Dividends paid, 2½ p. c.			9,446		
To surplus account.....	*1,166	8,570	5,100	10,285	
Total surplus account..	13,725	22,294	27,394	36,218	38,249
P.c. op.exp. to total rcpts	45	49	53	52	45

* Deficit.

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1898.	June 30, 1899.
Cost of road and equipment.....	$601,124	$601,124
Stock of other companies.....	315,000	315,000
Cash.....	12,542	13,071
Open accounts.....	4,882	31,042
Total.....	$933,548	$960,237
LIABILITIES.		
Capital stock.....	$380,350	$380,350
Funded debt.....	475,000	475,000
Accrued interest.....	2,113	2,738
Loans.....	34,057	34,057
Sundries.....	5,810	29,843
Profit and loss (surplus).....	36,218	38,249
Total.....	$933,548	$960,237

Plant and Equipment.—Miles of main line, 15.78, of second track, 1.81, of sidings, 1.11, total track (electric), 18.70; gauge, 5 ft. 3 in.; 56 lb. T and 72 lb. girder rail; 39 cars, of which 23 are motor cars and 16 trail cars, 32 motors; 500 H. P. engines, 500 H. P. dynamos, Altoona engines, Heine boilers, Gen. Elec. dynamos and motors, Brill and St. Louis cars.

Officers.—Pres. John Lloyd, Sec. & Treas. C. A. Buch, Supt. S. S. Crane, Ch. Engr. A. C. Shand, Elecn. W. H. Markland, Ch. Engr. of Power Station L. M. Willson.

Directors.—John Lloyd, M. H. Canan, A. C. Shand, Altoona, Pa.; W. V. Hughes, Wm. P. Smith, Hollidaysburg, Pa.

General Office, Altoona, Pa.

References.—Description of road, Vol. X, Mar., '94, p. 156 (ill.); pleasure resorts (brief), Vol. XII, July, '96, p. 414.

Date of information, Jan., 1900. b

City Passenger Railway Co. of Altoona.—Chartered June 15, 1889, for 90 years. Annual meeting, Jan.

Capital Stock, authorized and issued, $200,000; par value, $50 per share. Dividends payable in Jan. and July. Over 90 p. c. of the capital stock is in the treasury of the Altoona & Logan Valley Electric Ry. Co.

Funded Debt.—First mortgage, 5 p. c. registered bonds, authorized and issued, $50,000; dated Jan. 15, 1892, due 1912; denom. $200, $500 and $1,000; int. payable Jan. and July, at offices of the company and First National Bank of Altoona; trustee of mortgage, A. J. Riley, of Altoona.

Franchises.—Granted in 1882 for 90 years.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1898.	June 30, 1899.
Receipts from pass.....	$49,947	$55,661	$62,208	$67,638	$71,280
" other sources.	356	866	576	175	186
" total	50,303	56,527	62,884	67,813	71,466
Operating expenses	40.302	46,146	48,711	47,783	50,879
Earnings from operat'n.	10,000	10,381	14,173	20,030	20,587
Deduc. from earnings.					
Interest on bonds..	2,500	2,500	2,500	2,500	2,500
Taxes.....	1,525	1,401	1,582	1,620	1,751
Rentals.....	275	150	100		
Net income.....	5,700	6,330	9,991	15,910	16,336
Imp'vem'ts & betterm'ts.	9,035	3,322		8,500	6,480
Dividends paid.....			6,000	5,000	10,000
P.c.op.exp. to total rects.	80	81	81	70	71

Balance Sheet.—Dated Dec. 31.

ASSETS.	1894.	1895.	1898.	June 30, 1899.
Cost of road and equipment..	$269,268	$272,590	$250,000	$250,000
Cash assets.....	908	3,719	9.833	17,116
Other assets.....	192	6,550	1,603	1,100
Profit and loss (deficit).....	5,492	2,485		
Total.....	$275,860	$285,344	$261,437	$268,216
LIABILITIES.				
Capital stock.....	$200,000	$200,000	$200,000	$200,000
Funded debt.....	50,000	50,000	50,000	50,000
Bills payable.....	4,000	6,000		4,963
From earn'gs to cap., improvements and betterments....	19,268	22,590		
Other liabilities.....	2,592	6,754	4,074	4,350
Profit and loss (surplus).....			7,363	8,903
Total.....	$275,860	$285,344	$261,437	$268,216

Plant and Equipment.—Miles of main line, 6, of sidings, .5, total track (electric), 6.5; gauge, 5 ft. 2 in.; 48½ lb. and 72 lb. girder rail; 29 cars, of which 23 are motor cars and 6 trail cars, 24 motors; 700 H. P. engines and boilers, Altoona engines and boilers, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill and Lamokin cars, Brill, Robinson and Globe trucks.

Officers.—Same as Altoona & Logan Valley Elec. Ry. Co.

Directors.—John Lloyd, A. C. Shand, M. H. Canan, J. C. Hughes, M. H. Mackey, Altoona, Pa.

General Office, Altoona, Pa.

References.—Increase of stock, Vol. IX, Feb., '93, p. 128.

Date of information, Jan., 1900. b

AMES, IA.

Population in 1880, 1,153, in 1890, 1,276, in 1894 (local estimates), 2,489.

Ames & College Railway Co.

CAPITAL STOCK, authorized and issued, $20,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 2.25; gauge, 4 ft. 8½ in.; 30 lb. T rail; 3 cars, 2 Baldwin locomotives.

OFFICERS.—Pres. W. M. Greeley, V. Pres. E. W. Stanton, Sec. Treas. & Gen. Man. M. K. Smith.

Date of information, Mar., 1900. x

AMESBURY, MASS.

Population, in 1890, 9,800.

Amesbury & Hampton Street Railway Co.—The road was placed in operation in the towns of Amesbury and Salisbury on July 1, 1899, and connects at the New Hampshire state line with the Exeter, Hampton & Amesbury St. Ry. Co., of Exeter, N. H., which is operated in the same interests.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

OPERATION.—July 1 to Sept. 30, 1899.

Gross receipts.....	$ 4,632
Operating expenses.....	2,612
Earnings from operation.....	$ 2,020

STATISTICS OF TRAFFIC.

Revenue, passengers carried.....	92,438
Car miles run.....	21,424
Total receipts per car mile.....	$.211
Operating expenses per car mile.....	.122

Please note date of information at end of each report.

BALANCE SHEET.—Dated Sept. 30, 1899.

Assets.		Liabilities.	
Cost of road	$ 67,136	Capital stock	$ 50,000
" " equipment	25,388	Current liabilities	52,525
Other permanent invest..	9,760	Profit and loss (surplus)..	2,020
Cash and current assets..	2,261		
Total	$104,545	Total	$104,545

PLANT AND EQUIPMENT.—Miles of track (electric), 4.6; gauge, 4 ft. 8½ ins.; 11 motor cars.

OFFICERS.—Pres. Wallace D. Lovell, Sec. Henry F. Carey, Treas. Edwin L. Pride, Gen. Man. & Supt. Albert E. McReel.

DIRECTORS.—Richard E. Briggs, Edward R. Briggs, Henry F. Carey, Amesbury; Wallace D. Lovell, Boston; Edwin L. Pride, Somerville; Charles E. Hollander, Brookline; Albert E. McReel, Exeter, N. H.

GENERAL OFFICE, 60 State St., Boston, Mass.

Date of information, Feb. 1900. b c z

AMHERST, MASS.

Population in 1880, 4,298, in 1890, 4,512.

The Amherst & Sunderland Railway Co.—Chartered Feb. 27, 1896. This company commenced operation June 18, 1897.

CAPITAL STOCK, authorized $50,000, issued, $22,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $21,500; int. payable Jan. & July; trustee of mortgage E. D. Bangs.

Debenture bonds, $2,800.

OPERATION.—	3½ months ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	1899.
Total receipts	$3,817	$10,601	$11,214
Operating expenses	3,634	12,349	8,734
Earnings from operation	183	*1,748	2,480
Deductions from earnings			
Interest	115	1,129	1,204
Taxes		231	143
Other deductions		540	289
Net income	68	*3,650	844
Total surplus account		*3,582	*2,738

*Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1899.	
Revenue passengers carried	215,955
Car miles run	61,869
Total receipts per car mile	$.181
Operating expenses per car mile	.141

BALANCE SHEET.—Dated Sept. 30,	1897.	1898.	1899.
ASSETS.			
Cost of road	$26,764	$27,976	$28,050
" equipment	5,180	8,536	8,573
Land and buildings	4,229	6,540	6,069
Cash and current assets	1,004	1,048	617
Miscellaneous assets			578
Profit and loss (deficit)		3,582	2,738
Total	$37,177	$47,683	$46,625
LIABILITIES.			
Capital stock	$22,000	$22,000	$22,000
Funded debt		21,500	21,500
Debenture bonds		2,800	
Current liabilities	15,108	1,383	3,125
Profit and loss (surplus)	69		
Total	$37,177	$47,683	$46,625

PLANT AND EQUIPMENT.—Miles of track (electric), 4.48; gauge, 4 ft. 8½ ins.; 56 lb. rail; 4 motor cars; 160 H. P. station plant; Phœnix engines, West dynamos and motors, Wason and Briggs cars, Peckham trucks.

OFFICERS.—Pres. Walter D. Cowls, V. Pres. & Treas. M. A. Dickinson, Sec. Chas. H. Edwards, Gen. Man. L. N. Wheelock.

DIRECTORS.—M. A. Dickinson, H. B. Edwards, T. L. Paige, Amherst, Mass.; Walter D. Cowls, George E. Fisher, North Amherst, Mass.; Levi Stockbridge, F. A. Cadwell, Sunderland, Mass.

General Office, Amherst, Mass.

Date of information, Dec., 1899. b c z

AMSTERDAM, N. Y.

Population in 1880, 9,466, in 1890, 17,336, in 1898 (local estimates), 25,000.

Amsterdam Street Railroad Co.—Chartered Feb. 5, 1873. Annual meeting second Monday in Dec. New bonds have been issued, as given below, in accordance with a plan of reorganization dated Oct. 10, 1898.

CAPITAL STOCK, authorized, $250,000, issued, $239,800.

FUNDED DEBT.—First mortgage (see Note) gold bonds, authorized, $200,000, issued, $159,000, in treasury, $41,000; dated Oct. 1, 1890, due 1920; int. payable Apr. and Oct.; trustee of mortgage, State Trust Co., of New York.

First mortgage 5 p. c. income bonds authorized, $20,000; outstanding, $19,000; due 1920.

Second mortgage 5 p. c. income bonds authorized, $30,000, outstanding, $29,430; due 1920.

NOTE.—Of the first mortgage gold bonds issued, $50,000 bear interest at 5 p. c. and $109,000 at 4 p. c.

OPERATION.—Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Receipts from pass.	$	$23,407	$22,638	$24,255	$26,706
" other sources		17,662	17,370	21,168	20,244
" total	39,032	41,069	39,408	45,422	46,950
Operating expenses	32,159	31,808	30,362	32,386	31,988
Earnings from operation	6,873	9,261	9,045	13,036	14,962
Deductions from earnings	12,342				
Int. on funded debt, due and accrued		10,200	10,200	10,200	6,397
Loans		944	561	388	
Taxes		1,020	942	1,712	1,439
Net income	*5,469	*2,903	*2,657	736	7,126
To surplus account					1,684
Total surplus account	3,692	790	*3,816	*5,442	†26,128

*Deficit.

†Credits to profit and loss account during fiscal year $24,444.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 4,818	$ 5,804	$ 5,152	$ 5,889	$ 6,570
Transportation expenses	20,425	19,525	19,518	19,549	19,155
Main. of way and bldgs	1,355	1,675	1,715	3,237	2,947
" " equipment	5,561	4,804	3,977	3,711	3,316
Total	$32,159	$31,808	$30,362	$32,386	$31,988

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	602,596	606,852	452,535	639,241	685,367
Car miles run	184,645	182,291	185,143	189,938	201,802
Total recpts. per car mile.	$.211	$.226	$.213	$.239	$.232
Oper'g exp. per car mile.	.175	.174	.164	.171	.158

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Road equip. and light and power plant	$458,067	$458,536	$459,431	$459,606	$469,776
Cash	1,516	1,159	996	3,063	4,737
Bills receivable	2,711	1,773	2,030	2,314	2,514
Open accounts	2,036	2,692	9,866		10,386
Treasury bonds	31,000	27,000			
Bonds in escrow		3,000			
Other assets	9,291	9,530		9,630	1,178
Supplies	8,111	8,304	8,713	8,562	2,289
Profit and loss (def.)			3,816	5,442	
Total	$512,732	$511,994	$484,852	$488,616	$490,880
LIABILITIES.					
Capital stock	$250,000	$250,000	$250,000	$250,000	$239,800
Funded debt	200,000	200,000	170,000	170,000	207,430
Accrued interest	15,500	25,700	35,900	44,520	1,715
Accounts payable	4,172	3,095	3,167	9,129	11,500
Bills payable	19,320	13,585	9,844	9,470	749
Open accounts	20,047	18,824	15,942	5,496	3,558
Profit and loss (sur.)	3,692	790			26,128
Total	$512,732	$511,994	$484,852	$488,616	$490,880

PLANT AND EQUIPMENT.—Miles of track (electric), 4.70; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 16 cars, of which 12 are motor cars and 4 trail cars; Ball engines. Gen. Elec. dynamos and motors, Brill, Stephenson and Lewis & Fowler cars.

OFFICERS.—Pres. John S. Wise, Sec. & Treas. R. G. Day, Man. & Pur. Agt. E. F. Seixas.

DIRECTORS.—J. H. McClement, J. S. Wise, R. L. Harrison, G. H. Fearons, E. H. Lewis, J. Seaver Page, E. H. Johnson, John I. Beggs, F. J. Sprague, J. Hobart Herrick, R. G. Day.

GENERAL OFFICE, 20 Broad St., New York City. Office of Man., 98 E. Main St., Amsterdam, N. Y.

Date of information, Dec., 1899. b c z

ANACONDA, MONT.

Population in 1899 (local estimates) 17,500.

Electric Light & Railway Department of the Anaconda Copper Mining Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 35 lb. and 56 lb. T rail; 18 cars, of which 5 are motor cars and 13 trail cars, 4 motors; Gen. Elec. dynamos and motors, water power.

Please note date of information at end of each report.

OFFICERS.—Man. Herbert McNcNulta, Pur. Agt. J. A. Dunlap, Cashier, H. F. Collins, Elecn. T. W. Burke.

GENERAL OFFICE, Anaconda, Mont.

Date of information, Dec., 1899. z

ANDERSON, IND.

Population in 1880, 4,126, in 1890, 10,741, in 1899 (local estimates), 25,000.

Union Traction Co. of Indiana.—This company is a consolidation, on June 28, 1899, of the Union Traction Co. of Anderson, the Citizens Street Railway of Muncie, the Marion City Railway of Marion and the Elwood Electric Street Railway of Elwood. Annual meeting, second Tuesday in Mar. The new company commenced operation of these consolidated properties July 1, 1899, and it also has in operation an interurban line from Anderson, via Alexandria to Marion and another from Alexandria west to Elwood, and has under construction lines from Anderson to Muncie, and from Anderson to Indianapolis.

CAPITAL STOCK, authorized and issued, $4,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $3,440,000, in escrow (see note), $800,000; in treasury, $760,000; dated July 1, 1899, due 1919; denom. $1000; int. payable at office of City Trust Co. of New York, trustee of mortgage.

The Anderson Electric Street Ry. Co.'s first mortgage 6 p. c. gold bonds outstanding, $150,000; int. payable June and Dec. at the office of Guarantee Trust and Safe Deposit Co., of Phila., Pa., trustee of mortgage.

The Citizens' St. Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $250,000, issued, $244,000; coupon, but may be registered; dated Dec, 1, 1897, due 1927; denom. $1,000; int. payable at office of the Guarantee Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

The Marion City Ry. Co.'s first mortgage 6 p. c. gold bonds, outstanding, $400,000; dated May 1, 1895 due, 1915; denom. $1000; int. payable May and Nov. at office of National Broadway Bank, New York; trustee of mortgage, Mr. Francis A. Palmer.

NOTE.—$800,000 of the first mortgage bonds of the Union Traction Co. of Indiana are held in escrow to retire the bonds of the constituent companies at maturity as stated above, and $760,000 are held for future needs. The Union Traction Co.'s (of Anderson) bonds, $600,000, were cancelled.

OPERATION.—The following earnings on the miles of road now operated do not present the full earning capacity of the road, owing to the interruptions to traffic caused by the reconstruction of road bed, power house, etc., during the six months ending Dec. 31, 1899.

Receipts from operation	$222,895
" " other sources	20,439
Receipts, total	243,334
Operating expenses	112,640
Earnings from operation	130,694
Interest	109,820
Net income	20,874

PLANT AND EQUIPMENT.—Miles of track (electric) in operation, 100, under construction 64; gauge, 4 ft. 8½ in.; 60 lb.to 80 lb. rail; 166 cars, of which 67 are motor cars and 99 trail cars; West., Gen. Elec. and Siemens & Halske dynamos and motors, Barney & Smith and St. Louis cars and trucks.

OFFICERS.—Pres. Philip Matter, Marion; V. Pres. J. A. Van Osdol, Anderson; Sec. & Gen. Man. Charles L. Henry, Anderson; Treas. Geo. F. McCulloch, Muncie; Asst. Sec. & Treas. William McLean, Jr., Supt. Charles Berry.

DIRECTORS.—Philip Matter, J. A. Van Osdol, Geo. F. McCulloch, Wm. C. Sampson, Muncie; Randal Morgan, Philadelphia; Frederick Strauss, New York; Charles L. Henry.

GENERAL OFFICE, Anderson, Ind.

REFERENCES.—Anderson Electric Street Ry. Co., operating detail (brief), Vol. XII, June, '96, p. 359; description of parks (brief), Vol. XIII, Mar., '97, p. 152; Union Traction Co., description of road, Vol. XIV, Dec., '98, p. 771 (Ill.).

Date of information, Mar., 1900. z

For map of road see page 12.

ANGOLA, IND.

Population, in 1890, 1,840.

Goshen & Indiana Traction Co.—Chartered Sept. 5, 1899, to construct an electric railway extending from the city of Goshen to Angola, through La Grange, Lima, Brighton, Orland and Nevada Mills. The company owns its own rights of way independent of highways, and also has all city and town franchises.

CAPITAL STOCK, authorized, $200,000, issued, $110,000.

PROPOSED PLANT AND EQUIPMENT.—Miles of track (electric), 55; gauge, 4 ft. 8½ in.; 16 cars of which 10 are motor cars and 6 trail cars, 600 H. P. Station Plant.

OFFICERS.—Pres. F. S. Roby, V. Pres. & Gen. Man. W. W. Hatch, Sec. J. F. Schumann, Treas. & Elecn. T. M. Hatch, Ch.Engr. C. A. Shackford.

DIRECTORS.—F. S. Roby, M. E. Griswold, S. A. Wood, W. W Hatch, J. F. Schumann.

GENERAL OFFICE, Angola, Ind.

Date of information, Jan., 1900. z

ANNISTON, ALA.

Population in 1880, 942, in 1890, 9,998.

The Anniston Electric & Gas Co.—Chartered Nov. 3, 1899. Annual meeting third Tuesday in October. This company is a consolidation of the Anniston Electric Co., which was the successor to the Anniston Street Ry. Co., with the Oxford Lake Line and the Anniston Gas & Light Co. Operation of the consolidated railway, electric lighting and gas properties was commenced on Dec. 1, 1899.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p c. gold coupon bonds, authorized, $300,000, issued, $222,000, held in escrow, $78,000; dated Dec. 1, 1899, due 1929; denom. $100 and $500; int. payable June and Dec. at the office of the Safe Deposit & Trust Co., of Baltimore, trustee of mortgage.

Bonds held in escrow may be issued for improvements.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.25; gauge 4 ft. 8½ in.; 35 lb. to 50 lb. T rail; 15 motor cars; Gen. Elec. motors, 450 H. P. Station Plant, Stephenson cars, Lorain Steel Co. trucks.

OFFICERS.—Pres. Sec. & Treas. H. M. Francis, Gen. Man. & Supt. Howard W. Sexton.

DIRECTORS.—H. M. Francis, Schenectady, N. Y.; Charles T. Hughes.

GENERAL OFFICE, Anniston, Ala. New Jersey Office, 60 Grand St., Jersey City.

Date of information, Dec., 1899. z

ANOKA, MINN.

Population in 1880, 2,706, in 1890, 4,252.

Anoka Street Railway Co.—The franchises, equipment, etc., of this company have been leased to the city for 5 years from 1898.

PLANT AND EQUIPMENT.—Miles of track, 3; 6 horses; 3 horse cars.

Date of information, Feb., 1900. z

APPLETON, WIS.

Population in 1880, 8,005, in 1890, 11,869.

Appleton Electric Light & Power Co.—This company is the successor to the Appleton Edison Electric Co., which was sold Feb., 1896, under foreclosure of mortgage.

CAPITAL STOCK, $50,000.

FUNDED DEBT, $135,000 (including funded debt of lighting plant).

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 60 lb. T and girder rail; 9 cars, of which 5 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. A. L. Smith, V. Pres. J. H. Van Nortwick, Sec. & Treas. Cora Hatch, Supt. F. G. Kurz.

GENERAL OFFICE, College Ave.

Date of information, Mar., 1900. x

Fox River Valley Electric Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 cars. of which 4 are motor cars and 4 trail cars.

OFFICERS.—Pres. Henry C. Payne, Milwaukee, Wis.; V. Pres. E. W. Collister, Cleveland, O.; Sec. & Treas. Henry D. Smith, Gen. Man. W. H. Holcomb.

GENERAL OFFICE, Appleton, Wis.

Date of information, Mar., 1900. x

ASBURY PARK, N. J.

Resident population, about 5,000.

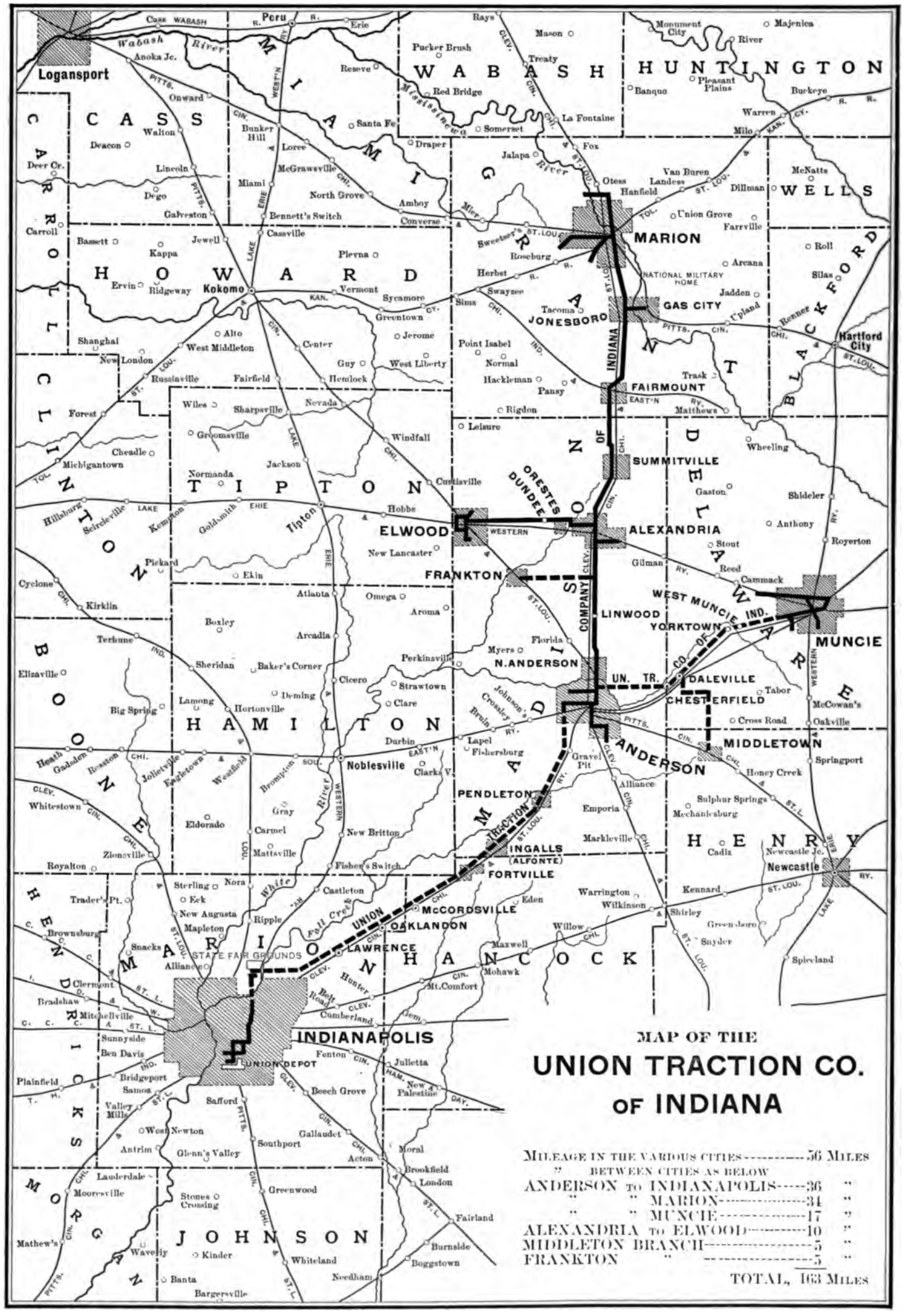
Atlantic Coast Electric Railroad Co.—Chartered Apr. 11, 1895, for 999 years. Annual meeting in Apr. This company leases the property of the Seashore Electric Ry. Co., of Asbury Park, and owns the entire capital stock of the West End & Long Branch Ry. Co., the Asbury Park & Sea Girt Electric R. R. Co., and the Atlantic Coast Electric Light Co., and $150,000 of the stock of the Seashore Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $1,500,000, par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $800,000, in escrow (see Note), $200,000; dated 1895, due May 1, 1945; int. payable May and Nov., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

General mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $460,000; dated 1896, due 1946; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

Atlantic Coast Electric Light Co.'s first mortgage, outstanding, $237,000; due June 1, 1945; int. payable at office of the State Trust Co., of N. Y:, trustee of mortgage.



MAP OF THE

UNION TRACTION CO. OF INDIANA

MILEAGE IN THE VARIOUS CITIES	56 MILES
" BETWEEN CITIES AS BELOW	
ANDERSON TO INDIANAPOLIS	36 "
" " MARION	34 "
" " MUNCIE	17 "
ALEXANDRIA TO ELWOOD	10 "
MIDDLETON BRANCH	5 "
FRANKTON "	5 "
TOTAL,	163 MILES

NOTE.—Treasury bonds may be issued for extensions only; $200,000 of the first mortgage bonds are held in escrow to retire a like amount of the bonds of the Seashore Electric Ry. Co.

OPERATION.—The following is a combination of the operating reports of the Asbury Park & Belmar Street Ry. Co. (now the Asbury Park & Sea Girt Electric R. R. Co.), and the Atlantic Coast Electric R. R. Co. for the years ending Dec. 31,

	1896.	1897.	1898.
Receipts from passengers			$170,738
" other sources			60,028
" total	$198,306	$210,483	230,766
Operating expenses	98,780	97,790	67,903
Earnings from operation	99,526	112,693	162,863

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. girder rail; 70 cars, of which 45 are motor cars and 25 trail cars; Hamilton-Corliss and Allis engines, Gen. Elec. and West. dynamos and motors, Brill and St. Louis cars.

OFFICERS.—Pres. G. B. M. Harvey, Sec. & Treas. A.C. Twining, Gen. Man. Pur. Agt. & Elecn. S. F. Hazelrigg.

DIRECTORS.—G. B. M. Harvey, John P. O'Brien, George F. Kroehl, A. C. Twining, L. T. Fell, Henry W. Poor, H. H. Rogers, D. O'Day, A. D. Chandler.

REFERENCE.—Description of road Vol. XII, Sept., '96, p. 505 (ill).

Date of information, Mar., 1900. x

Seashore Electric Railway Co.—Chartered 1887. In 1896 this property was leased to and is now operated by the Atlantic Coast Electric R. R. Co.

CAPITAL STOCK, authorized and issued, $200,000. $150,000 of this stock is owned by the Atlantic Coast Electric R. R. Co.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; dated 1892, due 1917, but subject to call at 105 and int. in 1897; int. payable Jan. and July, at First Nat'l Bank, of Asbury Park.

Date of information, Mar., 1900. x

ASHEVILLE, N. C.

Population in 1880, 2,616, in 1890, 10,235.

Asheville Street Railroad Co.—This is a consolidation of the Asheville Street Ry. Co. and the Asheville Light & Power Co. On Nov. 23, 1898, this company was placed in the hands of a receiver.

CAPITAL STOCK.—Common stock, issued, $100,000.

6 p. c. cumulative preferred stock, issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $50,000, issued, $26,500, dated July 1, 1888, due 1918; int. payable Jan. and July, at Atlantic Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. bonds, $73,500; dated July 1, 1893, due 1903; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 30 lb. and 40 lb. center-bearing and T rail; 15 cars, of which 14 are motor cars and 1 trail car; 225 H. P. Armington & Sims engines, Gen. Elec. dynamos and motors, Gilbert cars.

OFFICERS.—Receiver J. E. Rankine, Supt. R. J. Sherrill, Ch. Engr. of Power Station C. A. Smith.

REFERENCES.—Receivership, Vol. XI, Mar., '95, p. 183.

Date of information, Feb., 1900. x

Intermontane Railroad Co.—This is the successor to the Asheville Loan, Construction & Improvement Co., whose property was sold under foreclosure of mortgage.

CAPITAL STOCK, $20,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 3 motor cars; Gen. Elec. dynamos and motors; power rented.

OFFICERS.—Pres. J. S. Adams, Gen. Man. J. S. Adams, Jr., Elecn. W. G. Rector.

STOCKHOLDERS.—J. S. Adams, W. W. Barnard.

Date of information, Dec., 1899. z

Asheville & Biltmore Street Railway & Transportation Co.—This company is the successor by purchase to the West Asheville & Sulphur Springs Railway Co.

CAPITAL STOCK, authorized, $100,000, paid in, $25,000.

FUNDED DEBT, $35,000 outstanding; 6 p. c. int.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 45 lb. T rail; 7 cars, of which 6 are motor cars and 1 trail car; Atlas engines, West dynamos, Gen. Elec. motors, Ellis and Stephenson cars, Stilwell-Bierce & Smith-Vaile turbines, Bemis and Brill trucks, rent power.

OFFICERS.—Pres. & Gen. Man. W. T. Weaver, V. Pres. Theo. F. Davidson, Sec. & Treas. W. B. Williamson, Supt. C. E. Waddell.

DIRECTORS.—W. T. Weaver, T. F. Davidson, W. B. Williamson, W. W. Barnard, D. C. Waddell.

GENERAL OFFICE, Maxwelton Bldg., Asheville, N, C.

Date of information, Feb., 1900. x

ASHLAND, KY.

Population of Ashland and Catlettsburg in 1880, 4,505, in 1890, 5,569, in 1896 (local estimates), 12,500.

Ashland & Catlettsburg Street Railway Co.—Chartered Mar 19, 1873, in perpetuity. Municipal franchise granted in 1889, in perpetuity. Annual meeting, first Thursday in May.

CAPITAL STOCK, authorized, $200,000, issued, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. and 50 lb. Johnson girder and T rail; 14 cars, of which 6 are motor cars, 6 trail cars and 2 freight cars; West. and Walker dynamos and motors, Laclede cars; rent power.

OFFICERS.—Pres. Man. & Pur. Agt. W. L. Ringo, Sec. J. Walter Mayo, Treas. Ashland National Bank, Supt. & Elecn. H. Wellman.

REFERENCE.—Description of parks (brief), Vol. XIII, Feb., '97, p. 94.

Date of information, Feb., 1900. z

ASHLAND, WIS.

Population in 1880, 951, in 1890, 9,956, in 1895 (local estimates), 12,690.

Ashland Light, Power & Street Railway Co.—Chartered Feb., 1896, as a successor to the Ashland Lighting & Street Ry. Co., which was sold under foreclosure of mortgage.

CAPITAL STOCK, authorized, $300,000, issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized $150,000, issued $110,000; dated Jan. 2, 1896; due 1916; denom. $1,000; int. payable Jan. and July at office of Old Colony Trust Co., of Boston, Mass., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 60 lb. T rail; 12 cars, of which 6 are motor cars and 6 trail cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis and Stephenson cars.

OFFICERS.—Pres., Gen. Man. and Pur. Agt. G. W. Harrison, Sec. and Treas. G. F. Merrill, Elecn. M. H. Juhl.

REFERENCES.—Description of road, Vol. X, Feb., '94, p. 81 (ill.).

Date of information, May, 1899. c

ASHTABULA, O.

Population in 1880, 4,445, in 1890, 8,338, in 1895 (local estimates), 12,240.

Ashtabula Rapid Transit Co.—Chartered Oct. 7, 1890.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $75,000; coupon, but may be registered; dated July 1, 1891, due 1911; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 45 lb. and 70 lb. Johnson girder rail; 12 cars, of which 6 are motor cars and 6 trail cars; Buckeye and Russell engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill cars.

OFFICERS.—Pres. F. B. Wagner, V. Pres. F. J. Wettach, Sec. and Treas. E. W. Savage, Supt. E. R. McDowell.

DIRECTORS.—F. B. Wagner, F. J. Wettach, D. B. Wick, George B. Raser, E. W. Savage.

Date of information, Dec., 1899. z

NEW CORPORATION.

The Pennsylvania & Ohio Railway Co.—Chartered Mar., 1898, in perpetuity; municipal franchise granted Apr., 1898, for fifty years. Annual meeting second Tuesday in Feb. This road is now under construction and is to run westward from Conneaut to Ashtabula, Painesville and Geneva, to connect there with the Cleveland, Painesville and Eastern Ry.

CAPITAL STOCK, authorized, $750,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $81,000, issued, $54,000; dated 1899; due 1919; denom. $500; int. payable June and Dec., at the office of the Savings & Trust Co. of Cleveland, O., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 7, under construction, 37; gauge, 4 ft. 8½ in., 70 lb. rail; 1,250 H. P. station plant.

OFFICERS.—Pres. Thomas Fricker, V. Pres. W. F. Stanley, Sec. E. L. Hills, Treas. B. A. Baldwin.

DIRECTORS.—Thomas Fricker, W. F. Stanley, E. L. Hills, B. A. Baldwin, F. Fortune, C. Lawyer.

GENERAL OFFICE, Ashtabula, O.

Date of information, Jan., 1900. x z

ASTORIA, ORE.

Population in 1880, 2,803, in 1890, 6,184, in 1896 (local estimates). 11,000.

Astoria Street Railway Co.—Chartered Nov., 1887. This company is now in the hands of a receiver.

CAPITAL STOCK, authorized, $200,000, issued, $55,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $25,000; dated May, 1892, due May, 1912; int. payable May and Nov. at office of Security Savings & Trust Co., of Portland, Ore., trustee of mortgage.

NOTE.—Of the first mortgage bonds one bond must be called annually at par from 1899 to 1906, three bonds annually from 1907 to 1909, and four bonds annually in 1910 and 1911.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 3 ft. 6 in.; 30 lb. T rail; 8 cars, of which 5 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, Brownell cars.

OFFICERS.—Receiver, C. A. Coolidge, Pres. J. W. Conn, V. Pres. W. A. Sherman, Sec. & Supt. F. W. Newell, Treas. F. R. Stokes.

REFERENCES.—Short description of road, Vol. IX, May, '93, p. 317.

Date of information, Dec., 1899. z

ATCHISON, KAN.

Population in 1880, 15,105, in 1890, 13,963, in 1899 (local estimates), 16,000.

Atchison Railway, Light & Power Co.—Chartered July, 1895, as the successor to the Atchison Railway, Electric Light & Power Co. This company controls the entire electric railway, electric lighting and gas systems of Atchison, and the capital stock and funded debt given below covers the lighting property as well as the electric railway. Municipal franchise granted in 1895 for 21 years. Annual meeting first Wednesday in Jan.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $150,000; dated July 1, 1895, due 1915; denom. $1,000; int. payable Jan. and July at office of Exchange National Bank, of Atchison; trustee of mortgage, Mercantile Trust Co., of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in., 45 lb. T rail; 16 cars, of which 8 are motor cars and 8 trail cars; Sioux City, Corliss, and Hamilton engines, Steel Motor Co. and Gen. Elec. dynamos and motors, American and St. Louis cars.

OFFICERS.—Pres. J. P. Pomeroy, V. Pres. W. P. Waggener, Sec. J. M. Chisham, Treas. C. S. Hetherington, Gen. Man. Supt. & Pur. Agt. J. A. Bendure, Elecn. J. C. Sweeney, Ch. Engr. of Power Station H. N. Harrison.

DIRECTORS.—W. P. Waggener, Geo. Starch, J. P. Pomeroy, J. P. Brown.

GENERAL OFFICE, Atchison, Kan.

REFERENCES.—Description of road (brief), Vol. XI, Jan., '95, p. 46 (ill.); description of parks (brief), Vol. XIII, Mar., '97; p. 150.

Date of information, Dec., 1899. z

ATHENS, GA.

Population in 1880, 6,099, in 1890, 8,627.

Athens Electric Railway Co.—Chartered Jan. 12, 1895, under new legislative act as the successor to the Athens Ry. Co. Rechartered June, 1895. This company also operates an extensive electric lighting and power plant.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds authorized, $100,000, issued, $93,000; dated July 1, 1896, due 1916; denom. $500: int. payable Jan. and July in Columbus, Ga. and Athens, Ga.; trustee of mortgage Columbus Savings Bank, of Columbus, Ga.

OPERATION.—Year ending Dec. 31,	1898.	1899.
Receipts from passengers	$	$14,312
" " other sources		19,345
" total	30,680	33,657
Operating expenses	11,905	12,453
Earnings from operation	18,775	21,204

BALANCE SHEET.—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Cost of road and equip.	$170,407	Capital stock	$ 50,000
" " betterments	6,312	Funded debt	93,000
Accounts receivable	3,720	Bills and acts. payable	7,231
Cash	5,211	Accrued interest	2,790
		Profit and loss (surplus)	32,729
Total	$185,750	Total	$185,750

PLANT AND EQUIPMENT.—Railway plant: Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T rail; 9 motor cars; Ball engines; Detroit and Gen. Elec. dynamos, Gen. Elec. and West. motors, Jackson & Sharp cars; water power of 700 H. P.

OFFICERS.—Pres. J. Y. Carithers, V. Pres. W. S. Holman, Sec. & Treas. W. T. Bryan, Gen. Man. & Pur. Agt. C. D. Flanigen, Supt. and Elecn. H. M. Hughes.

DIRECTORS.—J. Y. Carithers, W. S. Holman, W. T. Bryan, C. D. Flanigen, A. P. Dearing, J. J. Wilkins.

GENERAL OFFICE, Athens, Ga.

Date of information, Jan., 1900. z

ATHOL, MASS.

Population in 1880, 4,307, in 1890, 6,319.

Athol & Orange Street Railway Co.—Chartered July 1, 1894.

CAPITAL STOCK, authorized and issued, $74,500 (see Note).

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $60,000; dated Jan. 1, 1895, due 1915; denom. $1,000; int. payable Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

NOTE.—Increased from $60,000 in Nov., 1899.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$36,436	$37,555	$32,363	$29,339	$29,824
" other sources	251	278	187	120	
" total	36,687	37,833	32,550	29 459	
Operating expenses	22,457	23,813	23,569	18,486	19,459
Earnings from operation	14,230	14,020	8,981	10,973	10,365
Deductions from earnings.					
Interest on funded debt.	1,500	3,000	3,000	3,000	3,000
Int. and discount on unfund'd dbts and loans.	64	262	197	154	181
Taxes	903	913	75	1,849	90
Other deductions				495	
Net income	11,763	10,406	5,709	5,475	7,094
Dividends	3,000	2,400	4,800	4,800	4,800
Surplus	8,763	8,006	909	675	2,294
Discount on sale of bonds	1,730				
Total surplus	7,033	15,039	15,948	16,623	18,917
Per ct. op.exp.to total recpts.	61.2	62.9	72.4	62.7	65.2

OPERATING EXPENSES.

Year ending Sept.30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 5,686	$ 4,807	$ 2,777	$ 2,976	$ 4,864
Transportation expenses.	12,245	13,516	13,300	10,963	10,238
Main. of road and bldgs.	2,084	1,962	3,710	2,345	1,790
" " equipment	2,442	3,528	3,781	2,202	2,567
Total	$22,457	$23,813	$23,569	$18,486	$19,459

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Revenue pass. carried	723,951	813,689	660,319	602,227	600,933
Car miles run	167,933	163,797	176,828	114,075	111,338
Total recpts.per car mile.	$.219	$.231	$.184	$.258	$.268
Oper'g exps.per car mile.	.134	.146	.133	.162	.175

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$125,381	$126,027	$126,027	$126,832	$127,407
Other perm'nt invest		9,196	9,197	9,179	10,196
Cash assets	1,652	1,816	6,725	6,594	1,314
Bills and accts rec'ble	10,000	8,000			2,000
Miscellaneous assets	750	750	1,158	750	750
Total	$137,783	$145,789	$143,106	$143,373	$141,667
LIABILITIES.					
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt	60,000	60 000	60,000	60,000	60,000
Loans and bills payable	10.000	10,000	6,000	6,000	2,000
Int.accrued, not yet due.	750	750	1,158	750	750
Profit and loss (surplus).	7,033	15,039	15,948	16,623	18,917
Total	$137,783	$145,789	$143,106	$143,373	$141,667

PLANT AND EQUIPMENT.—Miles of track (electric), 7.32; gauge, 4 ft. 8½ in.; 10 motor cars.

OFFICERS.—Pres. George D. Bates, Treas Wm. D. Luey, Gen. Man. Wilson D. Smith, Elecn. A. P. Granger.

DIRECTORS.—John W. Wheeler, Warren M. King, George D. Bates, Wilson D. Smith, Hollis H. Slate, Arthur F. Tyler, Wm. D. Luey.

GENERAL OFFICE, Athol, Mass.

Date of information, Feb., 1900. b c z x

ATLANTA, GA.

Population in 1880, 37,409, in 1890, 65,533.

Atlanta Railway & Power Co.—This company was organized on July 1, 1899, as the successor to the Atlanta Consolidated Street Ry. Co. The new company anticipated immediate consolidation with the Atlanta Ry. Co., but litigation prevented this consolidation until by court decision on Feb. 27, 1900, the injunction was removed and negotiations were completed. The reports of the companies are here given separately.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued and outstanding, $2,025,000, in

treasury, $250,000, in escrow (see Note), $225,000; dated 1899, due July 1, 1939; coupon, but may be registered; denom. $1,000; int. payable Jan. and July, at office of New York Security and Trust Co., of New York; also at Mercantile Trust and Deposit Co., of Baltimore, Md., trustee of mortgage.

Atlanta Street R. R. Co.'s first mortgage 6 p. c. gold bonds, $225,000; dated 1890, due 1930; int. payable at Fourth National Bank, New York; trustee of mortgage, Central Trust Co., of New York.

Note.—Of the first consolidation mortgage bonds, $2,025,000 were issued to retire an equal amount (the entire issue) of a prior first mortgage bond issue (dated July 1, 1891), $225,000 are held in escrow to retire the Atlanta St. R. R. Co.'s first mortgage bonds, described above, and $250,000 are held in the treasury for improvements.

Note.—At the annual meeting of the company in May, 1896, it was decided to make the financial year end Dec. 31, instead of Apr. 30.

Operation.—Year ending

	Apr. 30, 1895.	Apr. 30, 1896.	8 months ending Dec. 31, 1896.	Year ending Dec. 31, 1898.	Year ending Dec. 31, 1899.
Rects. passengers..	$292,467	$491,379	$256,686	$404,529	$485,954
" other sources	2,378	6,911	4,339	3,868	7,361
" total.....	294,845	497,290	261,025	408,397	493,315
Operating exps....	169,029	245,201	121,635	222,441	237,801
Earnings operation.	125,816	252,089	139,390	185,956	255,514
Deduc. from earn'gs.					
Interest charges.	92,520	133,201	92,050	119,114	109,556
Taxes.....	9,708				15,799
Net income.....	23,588	118,888	47,340	66,842	130,159
P. c. op. exp. to total receipts	57.3	49.5	46.6	54.4	48.2

Balance Sheet.—Dated

ASSETS.	Apr. 30, 1896.	Dec. 31, 1896.	Dec. 31. 1898.	Dec. 31, 1899.
Road and equipment*.	$4,385,468	$4,527,728	$4,446,380	$4,566,047
Cash assets.....	4,828	7,305	232,623	179,907
Material	5,352	4,381	15,066	40,773
Bills and accts. rec'ble.	2,400	4,963	758	822
Miscellaneous.....	5,520	1,545	715	1,777
Stock and bonds.....	97,000	100,560		
Total	$4,500,568	$4,646,482	$4,695,542	$4,789,326
LIABILITIES.				
Capital stock.....	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Bond account.....	2,250,000	2,250,000	2,250,000	2,250,000
Income bonds.....	106,000	106,000		
Cancelled bonds.....		106,000		
Bills and accts. p'ble ..	144,568	100,882	33,073	37,457
Profit and loss (surp.).		83,600	412,469	501,869
Total	$4,500.568	$4.646,482	$4,695,542	$4,789,326

Plant and Equipment.—Miles of track (electric), 72.5; gauge, 4 ft. 8½ in.; 40 lb. 45 lb. 60 lb. T and 70 lb. and 90 lb. girder rail; 137 motor cars; Cooper, Corliss and Ranken & Fritsch engines, Gen. Elec., West. and Siemens & Halske dynamos and motors, Brill, L. & F., Pullman and Stephenson cars.

Officers.—Pres. E. Woodruff, V. Pres. T. K. Glenn, Sec. & Asst. Treas. A. J. Chapman, Treas. R. J. Lowry, Gen. Supt. H. N. Hurt, Pur. Agt. W. H. Glenn, Ch. Engr. and Ch. Engr. of Power Station Thos. Elliott.

Directors.—Joel Hurt, R. J. Lowry, S. M. Inman, W. C. Sanders, J. C. Payne, E. Woodruff, C. R. Spence, T. K. Glenn. A. E. Thornton.

General Office, Equitable Bldg., Atlanta, Ga.

References.—Description of road, Vol. X, Feb., '94, p. 120 (ill.); Vol. X, Mar., '94, p. 185 (ill.); Vol. X, Souv., '94, p. 17; annual report, Vol. XII, June, '96, p. 385; annual report, Vol. XV, Apr., '99, p. 244; power plant, Vol. XV, Aug., '99, p. 519; complications, Vol. XV, Aug., '99, p. 541. Sept., '99, p. 600.

Date of information, Mar., 1900. z

For map of road see inset between pages 16 and 17.

Atlanta Railway Co.—Chartered in 1895 as the successor to the Atlanta City Street Ry. Co., and the Atlanta Traction Co., which latter was a consolidation of the Atlanta West End & McPherson Barracks Ry. Co. and the Grant Park Electric Ry. Co. Negotiations for the consolidation of this company with the Atlanta Ry. & Power Co., pending since July 1, 1899, were finally concluded about Mar. 1, 1900 (see report of Atlanta Ry. & Power Co.).

Capital Stock, authorized and issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c., gold bonds, authorized $350,000, issued, $300,000; denom. $500; dated Sept. 1, 1895, due 1925; int. payable Mar. and Sept. at office of Baltimore Trust & Guarantee Co., of Baltimore, trustee of mortgage.

Operation.—

	7 mons, end'g Jan. 31, 1899.	Year end'g Dec. 31, 1899.
Receipts from passengers.....	$	$88,002
" " other sources.....		650
" total.....	59,946	88,652
Operating expenses.....	39,005	56,176
Earnings from operation.....	20,941	32,476
Deductions from earnings.		
Interest on bonds	8,750	15,000
Net income.....	12,191	17,476
Per cent., op. exp. to total receipts.....	64.9	63.3

Balance Sheet.—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Cost of road and equip..	$600,000	Capital stock.....	$300,000
Cash.....	27,828	Funded debt.....	300,000
Extension acct., K. & S..	10,469	Unpaid interest.....	12,500
Accrued interest.....	7,500	Renewal account.....	7,554
Taxes and insurance....	433	Real estate.....	1,488
Bills receivable.....	249	Bills payable.....	89
Baltimore Trust & Guarantee Co.....	997	Profit and loss (surplus)..	25,845
Total.....	$647,476	Total.....	$647,476

Plant and Equipment.—Miles of track (electric), 24.5; gauge, 4 ft. 8½ in.; 45 lb. T and girder rail; 27 cars of which 24 are motor cars and 3 trail cars; West. motors, American and Brill cars; rent power from Georgia Electric Light Co. for 3 years, ending 1901.

Officers.—Pres. E. Woodruff, V. Pres. Joseph Hirsch, Sec. & Treas. A. J. Chapman.

Directors.—E. Woodruff, J. Hirsch, W. H. Glenu, J. C. Payne, J. T. Arme, F. Hawkins.

General Office, Equitable Bldg., Atlanta, Ga.

References.—Description of road, Vol. X, Mar., '94, p. 186; Vol. X, Souv., '94, p. 19.

Date of information, Feb., 1900. x z

For map of road see inset between pages 16 and 17.

Collins Park & Belt Railroad Co.—Charter granted by legislature Aug. 16, 1889; company organized June 28, 1892. This company is the successor to the Atlanta & Chattahoochee River R. R. Co. In Nov., 1899, it was reported that this company would be named the Atlanta Rapid Transit Co., and its plant and equipment would be largely increased.

Plant and Equipment.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 56 lb. T rail; 10 motor cars; Allis engines, Short dynamos and motors, Brill cars.

Officers.—Pres. Jerome Simmons, Sec. & Treas. H. M. Atkinson.

General Office, Atlanta, Ga.

References.—Description of road, Vol. X, Mar., '94, p. 187 (ill.); Vol. X, Souv., '94, p. 20; receivership, Vol. IX, Aug., '93, p. 557.

Date of information, Nov., 1899. x

ATLANTIC CITY, N. J.

Population in 1880, 5,477, in 1890, 13,055, in 1895, 18,566 and during the Summer season, 150,000.

West Jersey & Seashore R. R. Co. (Electric Railway Division).—This is owned and operated by the Pennsylvania R. R. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 4 ft. 9 in.; 60 lb. and 87 lb. T and girder rail; 68 cars, of which 49 are motor cars and 19 trail cars; 1,325 H. P. station plant, A. & S. and Hughes & Phillips engines, Gen. Elec. and West. dynamos, West. motors, Brill cars and trucks.

OFFICERS.—Gen. Foreman Wm. Elmer, Jr.

Date of information, Jan., 1900. z

Atlantic City Street Railway Co.—This company has received permission to build and operate its road in the streets of Atlantic City from the city council, but the ordinance is now before the courts for review as to its legality, and no construction work has been commenced.

OFFICERS.—Pres. L. C. Albertson.

DIRECTORS.—L. C. Albertson, J. J. Gardner, Joseph Thompson, C. L. Cole, C. J. Adams, I. G. Adams.

Date of information, Jan., 1900. z

AUBURN, IND.

Population in 1880, 1,542, in 1890, 2,415.

Northeastern Indiana Street Railway Co.—This company was incorporated Jan. 1899, to construct an electric railway from Angola to Orland, a distance of 20 miles. Part of the line has been surveyed. It is proposed to build the road in part by subscription to the capital stock, donations and subsidies, and to bond the road for the necessary balance. Freight will be transported.

CAPITAL STOCK, $50,000.

OFFICERS.—Pres. S. A. Powers, V. Pres. & Gen. Mgr. M. E. Griswold, Sec. J. F. Shuman, Treas. D. A. Garwood.

DIRECTORS.—Frank S. Roby, M. E. Griswold, Nicholas Ensley, Stephen A. Powers, John F. Shuman.

GENERAL OFFICE, Auburn, DeKalb Co., Ind.

Date of information, May, 1899. c z

AUBURN, N. Y.

Population in 1880, 21,924, in 1890, 25,858, in 1900, 30,000.

Auburn City Railway Co.—Chartered Oct. 1, 1886. Annual meeting second Tuesday in Aug.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $300,000; dated Nov. 5, 1895, due 1925; denom. $1,000; int. payable Feb. and Aug., at office of The West End Trust & Safe Deposit Co., of Philadelphia, Pa., trustee of mortgage.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass...	$32,070	$47,256	$58,364	$61,772	$70,482
" other sources	375	348	1,485	1,000	303
" total.....	32,445	47,604	59,849	62,772	70,785
Operating expenses...	24,116	31,679	33,669	35,794	39,384
Earn'gs from operation	8,329	15,925	26,180	26,978	31,401
Deduct. from earnings.					
Interest on bonds...			16,145	20,806	21,276
Taxes.....	968	1,082	2,493	2,364	3,420
Surplus	7,361	14,843	7,542	3,808	6,705
Total deficit.....	40,418	38,571	31,029	27,858	23,265

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses.....	$ 6,616	$ 5,285	$ 6,178	$ 8,038
Transportation expenses.....	20,135	25,588	26,015	26,157
Maintenance of way and building.	410	1,299	864	1,648
" " equipment.....	4,518	1,496	2,707	3,541
Total.....	$31,679	$33.669	$35,794	$39,384

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Revenue passengers carried....	977,877	1,189,119	1,255,040	1,778,869
Car miles run.....	381,985	406,483	420,985	422,711
Total receipts per car mile.....	$.125	$.147	$.149	$.167
Operating expenses per car mile	.083	.083	.085	.093

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.....	$200,681	$363,737	$444,554	$491,881	$503,016
" equipment.....	42,683	115,887	122,547	123,395	127,894
Bonds on hand.....		156,000	19 000		
Deposit with Trust Co..		21,000			
Current assets.....				1,772	1,920
Water pipe account....	195				
Cash on hand.....	1,291	1,084	772	8,273	5.945
Open accounts.....	675	3,697	9,581	4,346	2,912
Material and supplies..	1.723	1,142	1,142	1,143	
Commission on bonds..		10,400	28,980		
Sund. con. not c'mpl'ted	11,010				
Taxes.....	968				
Injuries and damages..	300				
Profit and loss (deficit)..	40,418	38,571	31,029	27,858	23,265
Total.....	$299,945	$711,518	$657 606	$658,668	$664.952
LIABILITIES.					
Capital stock.....	$ 50,000	$250,000	$300,000	$300,000	$300,000
Funded debt.....	200,000	250,000	300,000	300,000	300,000
Bills payable.....		187,390	49,475	49,600	52,856
Other liabilities.....			315		911
Interest on funded debt due and accrued.....	19,520		7,025	7,500	7,500
Accounts payable.....	20,866	24,128	790	1,568	3,685
Advertising account....	225				
Insurance account.....	227				
B. C. and E. balance...	778				
Operating account.....	8,329				
Total	$299,945	$711,518	$657,606	$658,668	$664,952

PLANT AND EQUIPMENT.—Miles of track (electric), 12.9; gauge, 4 ft. 8½ in.; 45 lb. T and 90 lb. girder rail; 3 horses, 28 cars, of which 17 are motor cars and 11 trail cars; McI. & S. engines, Gen. Elec. dynamos and motors, Jones, Rogers and Stephenson cars.

OFFICERS.—Pres. & Gen. Man. C. D. Beebe, V. Pres. C. M. Warner, Sec. & Treas. A. M. Michael, Supt. & Pur. Agt. R. A. Dyer.

DIRECTORS.—C. D. Beebe, C. M. Warner, Wm. Nottingham, H. S. Holden, W. A. Holden, Syracuse; D. A. Smith, Auburn.

GENERAL OFFICE, 36–40 Nottingham Bldg., Syracuse, N. Y.

Date of information, Dec., 1899. b c z

Auburn Interurban Electric Railroad Co.—Chartered July 25, 1895. Annual meeting second Tuesday in August. This road is now in course of construction.

CAPITAL STOCK, authorized, $250,000; issued, 61,300; par value, 100 per share.

OFFICERS.—Pres. G. B. Leonard, Sec. & Treas. F. T. Pierson.

DIRECTORS.—G. B. Leonard, C D. Beebe, E. I. Edgecomb, F. T. Pierson, Geo. N. Cheney, Syracuse, N. Y.; G. B. Longstreet, G. B. Turner, A. P. Rich, Auburn, N. Y ; L. S. Ebright, Akron, O.

GENERAL OFFICE, Syracuse, N. Y

Date of information, July, 1899. b c z

AUGUSTA, GA.

Population in 1880, 21,891, in 1890, 33,300, in 1897 (local estimates), 46,000.

Augusta Railway & Electric Co.—Chartered June 27, 1896, for 101 years as a consolidation of the Augusta Ry. Co., the Augusta Electric Light & Motor Co. and the Thomson-Houston Electric Co. Annual meeting first Tuesday in July. The Augusta & Summerville R. R. Co. (inc. Mar. 20. 1866) is also a part of this system.

Capital Stock, authorized and issued, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $448,000, in treasury, $52,000; dated Jan. 1, 1896, due 1916; denom. $100 and $500; int. payable Jan. and July at office of North American Trust Co., New York, trustee of mortgage.

Note.—The first mortgage bonds may be called for payment on four weeks' notice. after 1901, at 105 and accrued interest.

Operation.	Year end. Dec. 31, 1896.	5 mos. end. Dec. 31, 1897.	Year end. Dec. 31, 1898.
Receipts from passengers.....	$34,604	$90,508	$100,858
" other sources.....	31,677	74,379	73,320
" total	66,281	164,887	1-4,178
Operating expenses.....	37,520	97,692	97,827
Earnings from operation.....	28,761	67,195	76,351
Deductions from earnings.			
Interest on bonds.....	9,333	22,026	22,400
Betterments.....	6,735		
Depreciation		10,742	11,078
Net income.....	12,693	34,428	42,873
Dividend paid, 3 p. c.....			18,000
Per cent. op. exp. to total receipts	56.6	59.2	56.2

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.
Cost of road.....	$1,047,666	$1,063,486	$1,096,748
Cash	3,760	1,204	8,086
Bills and accounts receivable.	17,152	17,307	17,748
Interest account.....		27,106	19,665
Total.....	$1,068,578	$1,109,102	$1,142,247
LIABILITIES.			
Capital stock.....	$ 600,000	$ 600,000	$ 600,000
Funded debt.....	448,000	448,000	448,000
Bills and accounts payable...	7,886	7,247	15,519
Profit and loss (surplus).....	12,692	53,855	78,728
Total.....	$1,068,578	$1,109,102	$1,142,247

Plant and Equipment.—Miles of track (electric), 25.13; gauge, 4 ft. 8½ in.; 35 lb. 40 lb. and 58 lb. T and girder rail; 61 cars, of which 44 are motor cars and 17 trail cars; 750 H. P. Corliss and N. Y. Safety Steam Power engines, 2,285 water H. P., Gen. Elec. dynamos and motors, Brill, Laclede and Stephenson cars, Brill and McGuire trucks. Lighting plant: 625 H. P., 1785 arc lamps, 8,000 incandescent lamps.

Officers.—Pres. D. B. Dyer, V. Pres. R. R. Conklin, Audr. & Treas. C. O. Simpson, Gen. Supt. & Elecn. W. E. Moore.

Directors.—D. B. Dyer, R. R. Conklin, S. Dana Green, C. O. Simpson, G. H. Conklin.

General Office, Dyer Bldg., Augusta, Ga.

References.—Vol. VII, Oct., '91, p. 551 (ill.); Vol. X, Mar., '94, p. 177 (ill.); Vol. X, Souv., '94, p. 32; operating detail, Vol. XIV, Apr., '98, p. 195.

Date of information, Feb., 1899. z

AUGUSTA, ME.

Population in 1880, 8,665, in 1890, 10,521. Present population served by the road, by local estimates, 25,000.

Augusta, Hallowell & Gardiner Railroad Co.—Chartered Mar. 18, 1889, in perpetuity.

CAPITAL STOCK, authorized, $150,000, issued, $120,000; par value, $100 per share.

Please note date of information at end of each report.

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York, City.
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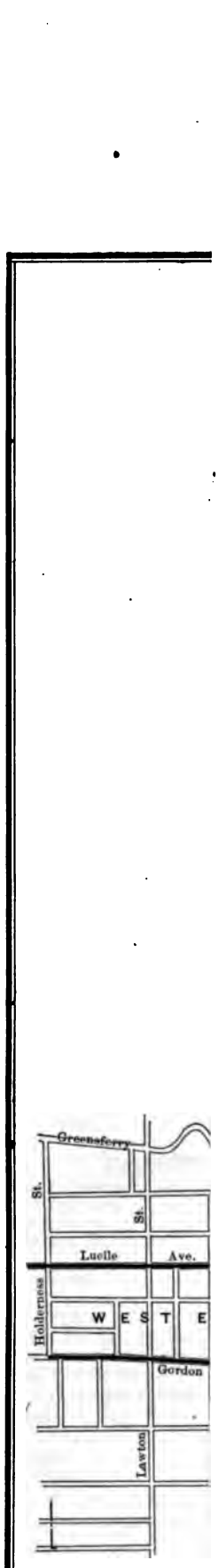

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›f Metropolitan

·.	1898.	1899.
ıo	$ 511	$ 578
›3	1,357	2,307
›3	*846	*1,729
	1,262	1,350
		54
		3,133
	1,262	4,395
		3,045
		1,350

	1898.	1899.
	540,246	$43,556
	10,824	11,101
	123,000	
	51	11
	1,329	1,350
	175,450	$56,018
	25,000	$25,000
	50,000	27,000
	450	
		4,018
	175,450	$56,018

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Please note date of information at end of each report.

CAPITAL STOCK, $50,000.
OFFICERS.—Pres.
Griswold, Sec. J. F. S
DIRECTORS.—Fra
Stephen A. Powers, J
GENERAL OFFICE,
Date of informatic

Population in 1880
Auburn City Ra
meeting second Tuesda
CAPITAL STOCK, au
FUNDED DEBT.—F
thorized and issued, $3
$1,000; int. payable Feb
Safe Deposit Co., of Ph
OPERATION.—Year

Receipts from pass...	$
" other sources	
" total.....	
Operating expenses...	
Earn'gs from operation	
Deduct. from earnings.	
Interest on bonds...	
Taxes.....	
Surplus	
Total deficit.....	4

OI

Year ending June 30,

General expenses.....	
Transportation expenses.	
Maintenance of way and b	
" " equipment	
Total.....	

STA

Year ending June 30,

Revenue passengers carrie	
Car miles run.....	
Total receipts per car mile.	
Operating expenses per car	

BALANCE SHEET.—Date

ASSETS.	18
Cost of road.....$	20
" equipment.....	4
Bonds on hand.....	
Deposit with Trust Co..	
Current assets.....	
Water pipe account....	
Cash on hand.....	1,
Open accounts.....	
Material and supplies..	1,
Commission on bonds..	
Sund. con. not c'mpl'ted	11,
Taxes	
Injuries and damages..	3
Profit and loss (deficit)..	40,
Total.....$	299,9

LIABILITIES.	
Capital stock.....$	50,0
Funded debt.....	200,0
Bills payable.....	
Other liabilities.....	
Interest on funded debt due and accrued.....	19,5
Accounts payable.....	20,8
Advertising account....	22
Insurance account.....	22
B. C. and E. balance...	77
Operating account.....	8,32
Total .....$	299,94

PLANT AND EQUIPMENT.—
4 ft. 8½ in.; 45 lb. T and 90 lb.
17 are motor cars and 11 trail
dynamos and motors, Jones, Ro
OFFICERS.—Pres. & Gen.
Warner, Sec. & Treas. A. M. M
DIRECTORS.—C. D. Beebe,
S. Holden, W. A. Holden, Syra
GENERAL OFFICE, 36–40 Not
Date of information, Dec., 1

F

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated July 1, 1890, due 1910; int. payable Jan. and July, at office of International Trust Co., of Boston, trustee of mortgage.

Second mortgage 4½ p. c. coupon bonds, authorized and issued, $50,000; dated Jan. 1, 1899, due 1919, but payable after 1906, at option of company; int. payable Jan. and July, at office of Gardiner Loan & Trust Co., of Gardiner, Me., trustee of mortgage.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$40,520	$41,117	$40,840	$40,620	$39,770
Operating expenses	24,324	24,756	22,033	22,072	23,245
Earnings from operation	16,196	16,361	18,807	18,548	16,525
Deductions from earnings.					
Interest on bonds	9,000	9,000	9,000	9,000	8,625
Taxes	848	363	376	388	393
Sink'g fund for ins		600			
Net income	6,348	6,398	9,431	9,160	7,507
Dividends paid		4,200	4,800	4,800	4,800
To surplus account	6,348	2,198	4,631	4,360	2,707
Total surplus account	18,624	20,822	25,453	28,952	31,659

OPERATING EXPENSES.

Year ending June 30,

	1895.	1896	1897.	1898.	1899.
Maint. way and str'ct	$ 2,198	$ 3,613	$ 2,481	$ 3,649	$ 4,245
" equipment	4,655	2,443	3,224	2,864	3,410
Conducting trans	13,939	14,078	12,049	13,169	13,296
General expenses	3,533	4,622	4,279	2,390	2,294
Total	$24,325	$24,756	$22,033	$22,072	$23,245

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	833,544	823,920	816,115	809,586
Car miles run	202,577	203,293	201,534	201,019
Gross receipts per car mile	$.203	$.201	$.201	$.197
Operating expenses per car mile.	.123	.108	.109	.115

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$174,964	$178,813	$182,180	$174,964	$174,964
Permanent improv				13,917	17,812
Cash and current assets.	10,212	8,872	9,645	8,768	6,558
Materials and supplies..	4,998	5,170	4,469	5,499	5,213
Profit and loss (deficit)..	86,311	82,934	79,022	74,664	71,956
Total	$276,485	$275,789	$275,316	$277,812	$276,503
LIABILITIES.					
Capital stock	$120,000	$120,000	$120,000	$120,000	$120,000
Funded debt	150,000	150,000	150,000	150,000	150,000
Mat'r'd int. coup. unpd.		4,515	4,500	4,635	4,200
Current liabilities	6,485	1,274	816	3,177	2,303
Total	$276,485	$275,789	$275,316	$277,812	$276,503

PLANT AND EQUIPMENT.—Miles of track (electric), 7.4; gauge, 4 ft. 8½ in.; 40 lb. T and 75 lb. girder rail; 14 motor cars; Corliss engines, Gen. Elec. dynamos and motors, Newburyport cars, Brill and Bemis trucks.

OFFICERS.—Pres. J. Manchester Haynes, Sec. H. G. Staples, Treas. & Gen. Man. Geo. E. Macomber, Gen. Supt. L. F. Taylor.

DIRECTORS.—J. Manchester Haynes, Geo. E. Macomber, H. G. Staples, F. S. Thorne, Thomas J. Lynch, George A. Cony, John F. Hill.

GENERAL OFFICE.—Augusta, Me. Operating office, Hallowell, Me.

Date of information, Mar., 1900. b c z

AURORA, ILL.

Population in 1880, 11,273, in 1890, 19,688, in 1899, 27,000.

Aurora Street Railway Co.—Chartered Sept., 1890, for 20 years. Franchises extended to 1916. This company is the successor by purchase to the Aurora City Ry. Co.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; dated Oct. 1, 1890, due 1910; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage,

NOTE.—The first mortgage is a first lien on the entire property of the company, including 1,188 shares of the capital stock of the Aurora City Ry. Co., held in escrow.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft, 8½ in.; 67 lb. T and girder rail; 25 motor cars; Straight Line engines. Gen. Elec. dynamos, Walker and Gen. Elec. motors, American and Brill cars.

OFFICERS.—Pres. & Treas. R. B. Dodson, (2 Wall St., N.Y. City), V. Pres. H. C. Tinker, Sec. J. Zeller, Gen. Man. & Pur. Agt. D. A. Belden, Ch. Engr. Theo. North.

FINANCIAL AGENTS, are Fahnestock & Co. of New York, City.

Date of information, Dec., 1899. x z

Aurora & Geneva Railway Co.—This company commenced operation Oct. 24, 1896, and operates a line from Aurora to Geneva, which is now controlled by the Aurora St. Ry. Co., and will now be connected with the Elgin City, Carpentersville & Aurora interurban line of Elgin City at Aurora.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 60 lb. rail. 5 motor cars.

OFFICERS.—Pres. Wm. Fahnestock, Sec. Gen. Man. Supt. & Pur. Agt. D. A. Belden, Treas. R. B. Dodson.

GENERAL OFFICE, Aurora, Ill.

FINANCIAL AGENTS, are Fahnestock & Co. of New York.

REFERENCE.—Description of opening of road (brief), Vol. XII, Dec, '96, p. 753.

Date of information, Dec., 1899. x z

AUSTIN, TEX.

Population in 1880, 11,013, in 1890, 14,575, in 1894 (local estimates), 27,300.

Austin Rapid Transit Railway Co.—Chartered Apr. 20, 1890, for 50 years. In Feb., 1897, a receiver was appointed for this property.

CAPITAL STOCK, $350,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $343,000; dated, Sept. 1, 1891, due 1921; int. payable Mar. and Sept., at office of International Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 40 and 56 lb. T rail; 26 cars, of which 15 are motor cars and 11 trail cars; Gen. Elec. dynamos and motors, Laclede cars; rent power.

OFFICERS.—Receiver I. H. Evans, Pres. F. H. Watriss, V. Pres. & Treas. E. P. Wilmott, Sec. Pur. Agt. Elecn. & Supt. Frank E. Scoville.

REFERENCE.—Description of road (brief), Vol. X, Souv., '94, p. 45.

Date of information, Dec., 1899. z

BABYLON, N. Y.

Population in 1880, 4,739, in 1890, 6,035.

The Babylon Railroad Co.—Chartered Apr. 15, 1871. Annual meeting third Tuesday in Apr. This road has been reorganized and is now operated by the Kinetic motor system.

CAPITAL STOCK, authorized and issued, $25,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds authorized, $600,000, issued, $27,000; dated June 1, 1898, due June 1, 1928; denom. $1,000; int. payable June and Dec. at office of Metropolitan Trust Co., N. Y., trustee of mortgage.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$592	$560	$300	$ 511	$ 578
Operating expenses	390	341	403	1,357	2,307
Net income	202	219	*103	*846	*1,729
Interest				1,262	1,350
Taxes					54
Deficit for year					3,133
Total deficit				1,262	4,395
By profit and loss					3,045
Net deficit					1,350

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$11,546	$12,897	$13,250	$40,246	$43,556
" equipment	1,100	1,100	1,100	10,824	11,101
Bonds in treasury				123,000	
Cash				51	11
Profit and loss (deficit)	259			1,329	1,350
Total	$12,905	$13,997	$14,350	$175,450	$56,018
LIABILITIES.					
Capital stock	$ 5,600	$ 5,600	$ 5,600	$ 25,000	$25,000
Funded debt				150,000	27,000
Accrued interest				450	
Bills and accts. pay'ble	7,305	8,397	8,750		4,018
Total	$12,905	$13,997	$14,350	$175,450	$56,018

PLANT AND EQUIPMENT.—Miles of track (Kinetic stored steam motors), 1.53; gauge, 4 ft. 8½ in.; 60 lb. T rail; 2 Kinetic motors, 3 trail cars.

Please note date of information at end of each report.

OFFICERS.—Pres. Arthur P. Dodge, V. Pres. Washington F. Norton, Sec. & Treas. F. J. Oppenauer, Supt. Wm. C. Dodge, Ch. Engr. Jno. Grimes, Counsel, Chas. L. Easton.

DIRECTORS.—Arthur P. Dodge, Washington F. Norton, Wm. G. Nicoll, Chas. L. Easton, Wm. C. Dodge, F. J. Oppenauer.

GENERAL OFFICE.—27 William St., N. Y.

Date of information, Dec., 1899. b c z

Babylon & North Shore Railroad Co.—In August, 1899, the N. Y. State Board of R. R. Commissioners refused permission to build this railroad, which it was proposed to operate by Kinetic motor power from Babylon to Northport, about 16 miles.

OFFICERS.—Pres. Chas. L. Easton, Sec. & Treas. F. J. Oppenauer.

GENERAL OFFICE, 27 William St., N. Y.

Date of information, Dec., 1899. b

BAKER CITY, ORE.

Population in 1880, 1,258, in 1890, 2,604.

Baker City Railway & Motor Co.—This road is not in operation at present.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.5; gauge, 3 ft. 5½ in.; 20 lb. T rail; 6 horses, 2 box cars.

OFFICERS.—Pres. Gen. Man. & Supt. C. L. Palmer, Sec. M. D. Abbott, Treas. L. W. Place.

DIRECTORS.—C. L. Palmer, M. D. Abbott, L. W. Place.

Date of information, Mar., 1900. x

BALLSTON SPA, N. Y.

Population in 1880, 3,011, in 1890, 3,527. In 1899, local estimates place population of Ballston Spa at 6,000.

The Ballston Terminal Railroad Co.—Chartered Mar. 14, 1896, to build an electric railway from Ballston Spa to Middle Grove, N. Y., for the purpose of carrying loaded freight cars between the main line of the Delaware & Hudson Canal Co's. R. R. and the many manufacturing establishments located at Ballston Spa and along the line of the road. Annual meeting first Tuesday in Mar. This company began operation of 9.5 miles of its road, Sept., 1898. On Jan. 27, 1900, Fred'k H. Beach was appointed receiver.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; dated June 1, 1896; due June 1, 1926; int. payable June and Dec. at office of Atlantic Trust Co., New York City, trustee of mortgage.

OPERATION.—Sept. 1898 to June 30, 1899.

Receipt from passengers	$ 2,712
" other sources	8,790
" total	11,502
Operating expenses	12,000
Earnings from operation	*498

*Deficit.

BALANCE SHEET.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$567 000	Capital stock	$300,000
" equipment	15,000	Funded debt	250,000
Cash	270	Accounts payable	48,310
Collateral securities	16,040		
Total	$598,310	Total	$598,310

PLANT AND EQUIPMENT.—Miles of track (electric) 9.5; gauge, 4 ft. 8½ in.; 70 lb. rail, 5 motor cars, Corliss engines, West. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. F. H. Beach, V. Pres. C. E. McOmber, Sec. & Treas. Geo. A. McOmber.

DIRECTORS.—E. A. Ryon, A. N. Chandler, Philadelphia, Pa.; Jas. H. Norris, F. H. Beach, C. E. McOmber, Ballston Spa.; C. E. Cady, Middle Grove; J. H. Noblit, J. E. Lewis, W. S. Dunlap.

GENERAL OFFICE, Ballston Spa.

Date of information, Dec., 1899. b

BALTIMORE, MD.

Population in 1880, 332,313, in 1890, 434,151, in 1897 (police census), 613,965.

The United Railways & Electric Co. of Baltimore.—Incorporated Mar. 4, 1899, as a consolidation of the United Railway & Electric Co. of Baltimore, (incorporated Mar. 2, 1899, as a consolidation of the Baltimore City Passenger Ry. Co., and the Baltimore & Northern Electric Ry. Co.), and the Baltimore Consolidated Ry. Co., the Central Ry. Co., the Baltimore, Gardensville & Belair Electric Ry. Co., the Baltimore, Catonsville & Ellicott's Mills Passenger R. R. Co., the Maryland Traction Co., the Baltimore & Curtis Bay Ry. Co., the Gwynn Falls Ry. Co., of Baltimore City, the Shore Line Electric Ry. Co., the Pimlico & Pikesville R. R. Co., and the Walbrook, Gwynn-Oak & Powhatan R. R. Co., being all the street railways in the city of Baltimore and its suburbs. The company also owns all the bonds of the Baltimore, Middle River & Sparrow's Point R. R. Co., and as these bonds are in default it is probable the mortgage will be foreclosed and the road bought in. The company also controls by ownership of stock the York Road Turnpike, the Charles Street Avenue Turnpike, the Hartford Turnpike, and the Baltimore & Jerusalem Turnpike.

Capital Stock.—Common stock, authorized, $24,000,000, issued (see note), $15,000,000; in treasury (see note), $9,000,000; par value, $50 per share.

4 p. c. cumulative preferred stock, authorized and issued (see note), $14,000,000, outstanding, $255,306. The holders of this stock have the option of exchanging their shares for new 4 p. c. income mortgage bonds (described below), and this option has been exercised to the amount of $13,744,694.

Note.—The capital stock has been apportioned as follows: common stock, $8,000,000, as a bonus to subscribers to the preferred stock of the United Railways & Electric Co., $5,000,000 for the acquisition of the Baltimore & Northern Electric Ry. Co., and the Baltimore, Middle River & Sparrows Point R.R. Co., of consolidation, bankers' commission, trust company's commission, etc., etc.; $2,000,000 for the acquisition, in Nov., 1899, of the common stock of the United Electric Light and Power Co.; and $9,000,000 will be reserved in treasury for the acquisition of new properties, improvements, extensions, etc. The preferred stock has been issued to provide a portion of the funds for the purchase of the capital stock of the Baltimore Consolidated Ry Co., and the Baltimore City Passenger Ry. Co.

Funded Debt.—First consolidated mortgage 4 p. c. gold bonds, authorized, $38,000,000, issued (see note), $19,304,000, in escrow (see note), $14,255 000, in treasury (see note), $4,441,000; coupon but may be registered; dated, Mar. 6, 1899, due, 1949; denom. $1,000; int. payable Mar. and Sept., at the office of Alexander Brown & Sons, of Baltimore; trustee of mortgage, Continental Trust Co., of Baltimore.

Income mortgage 4 p. c. gold bonds, authorized, $14,000,000; issued $13,236,694, dated Mar. 30, 1899, due Mar. 1, 1949, payable at option of the company after Mar. 1, 1929; denom. $1,000; int. payable June and Dec.; trustee of mortgage Maryland Trust Co., of Baltimore. Holders of the 4 p. c. preferred stock have the option of exchanging their shares for these bonds and in Feb., 1900, it was stated that this privilege had been exercised to the amount issued.

Note.—$18,000,000 of the first consolidated mortgage bonds were issued to complete the purchase of the stock of the Baltimore Consolidated Ry. Co. and the Baltimore City Passenger Ry. Co., and $14,255,000, are held in escrow to retire underlying bonds described below. The $4,441,000, treasury bonds will be reserved for future acquisitions, improvements, etc.

Underlying Securities, Mar. 1, 1900, $13,487,000, as follows:

BALTIMORE CITY PASSENGER RAILWAY SYSTEM.

Baltimore City Pass. Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $2,000,000; dated Nov. 2, 1891, due 1911; coupon, but may be registered; denom. $1,000; int. payable May and Nov., at office of National Mechanics' Bank, of Baltimore; trustee of mortgage, Safe Deposit & Trust Co., of Baltimore.

Baltimore City Ry. Pass. Co.'s 4½ p. c. gold certificates of indebtedness, authorized and issued, $500,000; dated Nov. 2, 1897, due 1911; denom. $500 and $1,000, int. payable at office of National Mechanics Bank, of Baltimore.

Central Pass. Ry. Co.'s first mortgage 6 p. c. bonds, authorized, $250,000, outstanding, $41,000; dated July 1, 1882, due 1912; coupon, but may be registered; denom. $1,000; int. payable Jan. and July, at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Baltimore Safe Deposit & Trust Co.

Central Pass. Ry. Co.'s consolidated mortgage 5 p. c. gold bonds, authorized, $700,000, issued, $659,000, in escrow, to retire first mortgage bonds at maturity, $41,000; dated May 1, 1892, due 1932; coupon, but may be registered; denom. $1,000; int. payable May and Nov., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co.

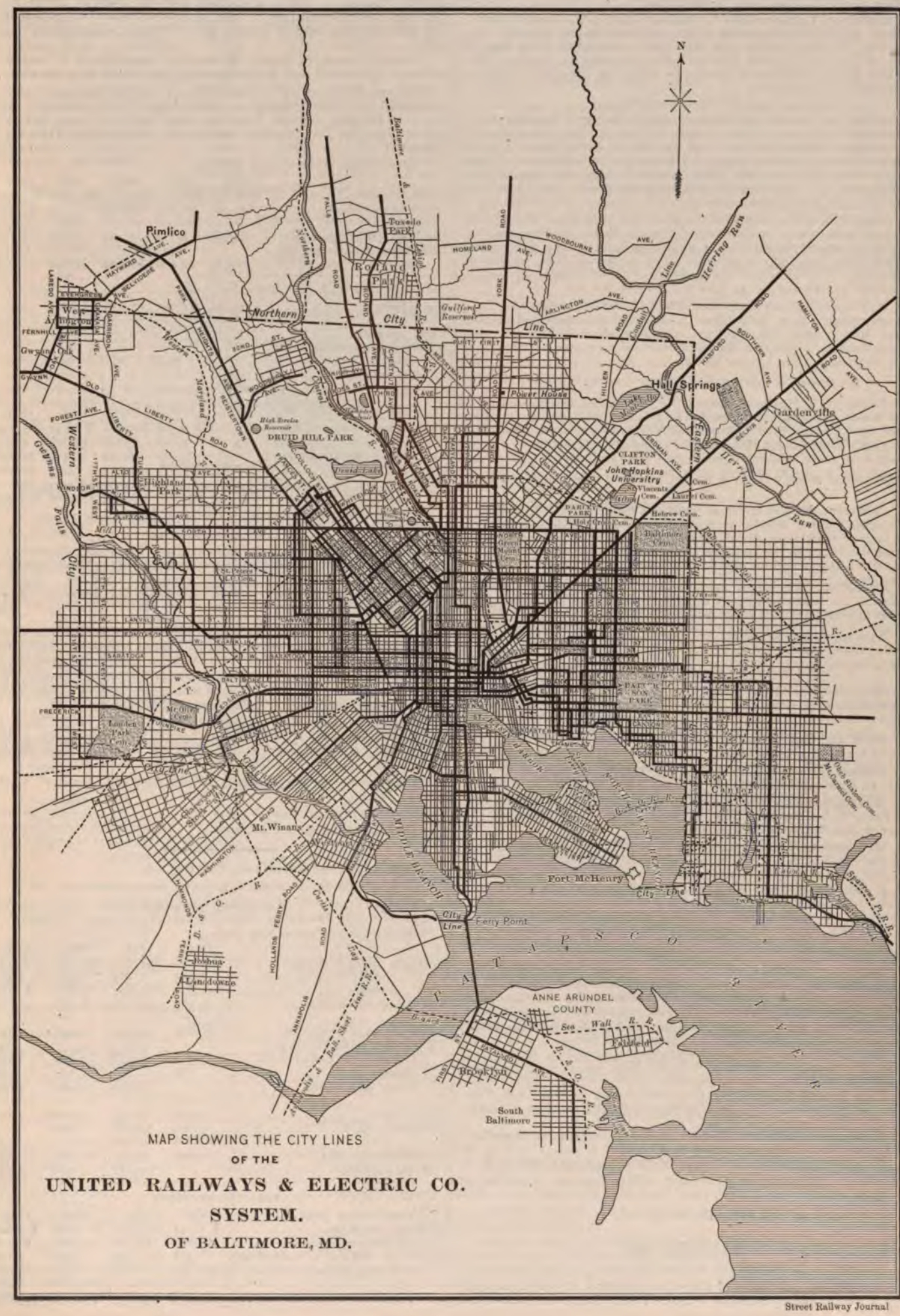
Central Pass. Ry Co.'s first mortgage extension and improvement 5 p. c. gold bonds, authorized and issued, $600,000, dated Mar. 1, 1897, due 1932; denom. $1,000; int. payable Mar. and Sept., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Baltimore Trust & Guarantee Co., of Baltimore, Md.

BALTIMORE CONSOLIDATED RAILWAY SYSTEM.

Baltimore Traction Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $1,500,000; dated Nov. 1, 1889, due 1929; denom., $1,000; int. payable May and Nov., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

North Baltimore Division's first mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,750,000; dated June 1, 1892, due 1942; denom. 1,000; int. payable June and Dec., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

Baltimore Traction Co.'s extension and improvement 6 p. c. gold coupon bonds, authorized and issued, $1,250.000; dated Sept. 1,



MAP SHOWING THE CITY LINES
OF THE
UNITED RAILWAYS & ELECTRIC CO. SYSTEM.
OF BALTIMORE, MD.

Street Railway Journal

1891, due 1901; denom. $1,000; int. payable Mar. and Sept., at office of National Mechanics Bank, of Baltimore, trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

Baltimore Traction Co.'s convertible trust 5 p. c. gold bonds, coupon, but may be registered, authorized and issued, $800,000, outstanding, $548,000; dated 1896, due 1901; redeemable after May 1, 1901, at par; int. payable May and Nov. at office of National Mechanics Bank, of Baltimore, trustee of mortgage. Mercantile Trust & Deposit Co., of Baltimore.

City & Suburban Railway Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $3,000,000; coupon, but may be registered; dated June 1, 1892, due 1922; denom. $1,000; int. payable June and Dec., without deductions for taxes, at office of Alex. Brown & Sons, trustee of mortgage, Safe Deposit & Trust Co., of Baltimore. These bonds cannot be redeemed before maturity, and are secured by a mortgage of all property and franchises now owned or which may be hereafter acquired by the company.

Lake Roland Elevated Railway Co.'s first mortgage 5 p. c. consolidated gold bonds, authorized and issued, $1,000,000; coupon, bu, may be registered; dated Sept. 1, 1892, due 1942; denom. $1,000; int, payable Mar. and Sept. at office of Alex. Brown & Sons, trustee of mortgage. The principal and interest of these bonds are unconditionally guaranteed by the City & Suburban Ry. Co.

Baltimore, Catonsville & Ellicott's Mills Passenger Railway Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $500,000; dated July 1, 1896, due 1916; int. payable Jan. and July, at office of the National Mechanics Bank, of Baltimore, trustee of mortgage, Safe Deposit & Trust Co., of Baltimore.

BALTIMORE & NORTHERN ELECTRIC RAILWAY SYSTEM.

Baltimore & Northern Electric Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,250,000, outstanding, $139,000; dated Nov. 1, 1897, due 1947; denom. $1,000; trustee of mortgage, Maryland Trust Co., of Baltimore. In May, 1899, $1,111,000 of these bonds were exchanged for bonds of the United Railways & Electric Co.

BALTIMORE, MIDDLE RIVER & SPARROWS POINT ELECTRIC RAILWAY SYSTEM.

Baltimore, Middle River & Sparrows Point Electric Ry. Co.'s 5 p. c. gold coupon bonds, authorized and issued, $300,000, coupon, but may be registered; dated July 1, 1895, due 1925; denom. $1,000. These bonds are in the treasury of the United Railways & Electric Co., and being in default will be foreclosed.

Operation.—The operating report of all the properties now included in the United Railways & Electric Company, the new organization having gone into effect Apr. 1, 1899, is as follows:

Nine months ending Dec. 31, 1899.	
Gross earnings	$3,402,200
Operating expenses	1,458,114
Earnings from operation	1,944,086
Fixed charges	1,901,749
Surplus	42,337

Plant and Equipment.—Miles of track (electric), 337; 1,459 cars, of which 1,143 are motor cars, 163 trail cars and 153 miscellaneous cars.

Officers.—Pres. Nelson Perin, V. Pres. W. S. Franklin, Sec. & Aud. H. C. McJilton, Treas. B. C. Keck, Gen. Man. W. A. House,

Directors.—Alexander Brown, E. L. Bartlett, Nelson Perin, H. A. Parr, W. S. Franklin, Geo. E. Webb, Geo. C. Jenkins, W. P. Harvey, and Seymour Mandelbaum.

References.—United Railways & Electric Co. Consolidation negotiations Vol. XV, Jan., '99, p. 52; Feb., '99, p. 106.

Baltimore City Pass. Ry. Co. Description of road, Vol. VI, Aug., '90, p. 399; Vol. X, Feb., '94, p. 94 (ill.); Vol. X, Sept., '94, p. 542 (ill.); description of new cable power plants, Vol. IX, Sept., '93, p. 562 (ill.); description of stables, Vol. VI., July, '90, p. 352; increase of stock, Vol. IX, Feb., '93, p. 128; increase of stock and annual reports, Vol. X, July, '94, p. 482; description of cars, Vol. XIV, Dec., '98, p. 898 (ill).; Vol. XV, Mar., '99, p. 189 (ill.).

Baltimore Traction Co. Description of road, Vol. VI, Aug., '90, p. 399; Vol. VII, Mar., '91, p. 111 (ill.); (brief), Vol. X, Feb., '94, p. 90; Vol. X, Mar., '94, p. 160 (ill.); increase of bonds, Vol. XI, Feb., '95, p. 124; annual report, Vol. IX, Feb., '93, p. 129; general report, Vol. IX, Dec., '93, p. 843; annual report, Vol. X, Apr., '94, p. 275; description of road (brief) Vol. XII, Oct., '96, p. 607.

City & Suburban Ry. Co.—Description of road, Vol. X, Feb., '94, p. 91 (ill.), description of map, Vol. X, May, '94, p. 288; operating detail, Vol. XII, Aug., '96, p. 489 (ill.).

Lake Roland Elevated Ry. Co.—Description of road, Vol. VIII, Dec., '92, p. 733 (ill.); Vol. X, Feb., '94, p. 92 (ill.); increase of bonds, Vol. IX, July, '93, p. 490.

Baltimore & Northern Electric Ry. Co. Description of road, Vol. XIV, Apr., '98, p. 175 (ill.).

Central Pass. Ry. Co. Description of road, Vol. X, Mar., '94, p. 162 (ill.).

Date of information, Feb., 1900. z

For map of system see page 19.

BANGOR, ME.

Population in 1880, 16,856, in 1890, 19,103.

Bangor Street Railway Co.—Chartered Oct., 1889. This property is owned and operated by Public Works Co., which also owns and operates the property formerly owned by the Bangor Electric Light & Power Co., the Penobscot Water & Power Co. and the Brewer Water Co. These properties, with the Bangor Street Ry. Co., were consolidated June 1, 1891, by special legislative authority. The street railway runs in Bangor and to Brewer, a distance of 10.25 miles.

CAPITAL STOCK, of Public Works Co., apportioned to railway property, authorized and issued $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage (street railway company) bonds, authorized and issued, $200,000; dated Aug. 1, 1889, due 1909; int. 6 p. c. on $158,000, payable Feb. and Aug., and 5 p. c. on $42,000, payable Jan. and July; trustee of mortgage, International Trust Co., of Boston

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$56,790	$58,071	$69,493	$65,291	$63,674
Operating expenses	46,248	51,354	59,044	54,164	49,099
Earnings from operation	10,542	6,717	10,449	11,127	14,575
Deductions from earnings.					
Interest on bonds	11,580	12,000	12,000	12,000	12,000
Taxes	1,506			787	881
Net income	*2,544	*5,283	*1,551	*1,660	1,694
Total surplus	*14,875	*7,827	*9,378	*11,038	*9,344
Per cent. operating exp. to total receipts	81.5	88.3	85.0	83.0	77.1

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Maintenance way and struct.	$ 4,548	$ 2,402	$ 4,298	$ 8,535	$ 5,292
" of equipment	5,908	3,948	6,144	10,828	4,988
Conducting transportation	18,470	22,431	26,954	27,449	35,338
General expenses	17,322	22,573	21,647	7,352	†3,481
Total	$46,248	$51,354	$59,043	$54,164	$49,099

† 40 p. c. of expense incurred by Public Works Co.

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	1,293,861	1,560,771	1,523,837	1,522,966
Car miles run	301,836	409,095	326,197	380,108
Gross receipts per car mile	$.192	$.230	$.200	$.167
Oper'ing exps per car mile	.171	.196	.166	.129

BALANCE SHEET.—The Public Works Co. assume all liabilities, it being impossible to determine correct data of assets and liabilities of the Bangor St. Ry. separate from the other constituent companies.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.8; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 28 motor cars; 3 snow plows; Gen. Elec. dynamos and motors, Brill, Jones and Ellis cars.

OFFICERS.—Pres. C. F. Woodard, Sec. Treas. & Gen. Man. J. H. Cutler, Supt. W. H. Snow, Pur. Agt. F. D. Oliver, Elecn. J. W. Cartwright, Jr., Ch. Engr. & Ch. Engr. of Power Station W. C. Hodges.

DIRECTORS.—James H. Cutler, C. F. Woodard, James W. Cartwright, Jr.

GENERAL OFFICE, Bangor, Me.

Date of information, Feb., 1900. b c z

Bangor, Orono & Oldtown Railway Co.

CAPITAL STOCK, authorized, $250,000, issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $125,000; dated 1895, due 1915; int. payable semi-annually.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.
Receipts from passengers	$55,766	$64,474	$61,251	$46,196
" other sources	355	1,184	2,425	2,987
" total	56,121	65,659	63,676	49,183
Operating expenses	29,465	41,637	56,231	35,668
Earnings from operation	26,656	24,022	7,445	13,515
Deductions from earnings.				
Interest on funded debt	7,500	7,500	7,500	7,500
Taxes	150	148	751	8.70
Other deductions		9,828	1,484	5,011
Net income	19,006	6,546	*2,290	.134
Dividends paid	3,000	12,000	8,000	
To surplus account	16,006	*5,454	*10,290	134
Total surplus		10,552	262	395

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$ 5,741	$ 5,914	$ 8,908	$ 3,959
Transportation expenses	20,827	25,918	35,262	24,527
Maint. of roadway and buildings.	1 588	3,174	7,402	3,156
" " equipment	1,309	6,629	4,659	4,026
Total	$29,465	$41,637	$56,231	$35,668

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	1,060,314	1,268,642	1,225,028	943,927
Car miles run	289,800	395,052	408,570	353,007
Total receipts per car mile	$.194	$.166	$.156	$.147
Operating exps. per car mile	.102	.105	.138	.101

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equipment	$168,000	$220,058	$229,885	$246,383
Other permanent investments.	14,064	9,828	16,500	
Cash and current assets	1,942	472	1,535	658
Materials and supplies	3,000	4,205	4,183	1,000
Profit and loss (deficit)	62,994		14,802	15,623
Total	$250,000	$234,562	$266,905	$263,664
LIABILITIES.				
Capital stock	$125,000	$100,000	$100,000	$100,000
Funded debt	125,000	125,000	125,000	125,000
Loans and bills payable		4,988	41,905	38,664
Profit and loss (surplus)		4,574		
Total	$250,000	$234,562	$266,905	$263,664

PLANT AND EQUIPMENT.—Miles of track (electric), 16.2; 17 motor cars, 2 snow plows, 1 construction car.

OFFICERS.—Pres. & Gen. Man. Elias Milliken, Sec. A. J. Durgin, Treas. John Cassidy, Supt. & Pur. Agt. W. G. Rice.

DIRECTORS.—A. F. Gerald, Fairfield, Me.; John Cassidy, F. O. Beal, Bangor, Me.; A. J. Durgin, Orono, Me.; Mrs. S. G. Milliken, Elias Milliken, Augusta, Me.; G. T. Sewell, Oldtown, Me.

GENERAL OFFICE, Bangor, Me.

Date of information, Feb., 1900. b c z

Bangor, Hampden & Winterport Railway Co.—Chartered in 1897.

CAPITAL STOCK, authorized, $500,000, issued, $60,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $300,000, issued, $40,000; dated Sept. 15, 1897, due 1917.

OPERATION.—Year ending June 30,	1898.	1899.
Receipts from passengers	$8,569	$20.609
" from other sources	512	1,975
" total	9,081	22,584
Operating expenses	8,582	19,535
Earnings from operation	499	3,049
Deductions from earnings.		
Interest on funded debt	583	2,000
Other deductions	13	278
To surplus account	* 97	771
Total surplus acccount		674

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.
General expenses	$1,714	$ 6,560
Transportation expenses	5,129	10,404
Maintenance of roadway and buildings	1,176	1,604
" " equipments	563	967
Total	$8,582	$19,535

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.
Passengers carried	161,186	397,560
Car miles run	70,406	113,630
Total receipts per car mile	$.129	$.198
Operating expenses per car mile	.122	.172

BALANCE SHEET.— Dated June 30,

ASSETS.	1898.	1899.
Cost of road and equip	$103,638	$108,994
Other permanent invest	3,683	5,610
Cash and current assets	909	1,233
Material and supplies	982	1,055
Profit and loss (deficit)	97	
Total	$109,409	$116,892
LIABILITIES.		
Capital stock	$ 60,000	$ 60,000
Funded debt	40,000	40,000
Loans and bills payable	500	
Current liabilities	8,909	15,635
Accrued liabilities		583
Profit and loss (surplus)		674
Total	$109,409	$116,892

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 7, under construction, 10, authorized, 37, total, 54; gauge, 4 ft. 8½ in.; 9 motor cars, 1 snow plow; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. H. L. Mitchell, (Bangor, Me.); Sec. H. W. Mayo, (Hampden, Me.); Treas. Chas. D. Stanford, (Bangor, Me.); Supt. & Pur. Agt. James H. Green.

DIRECTORS.—Henry L. Mitchell, J. Waterman, C. D. Stanford, J. H. Cutler, of Bangor, Me., I. A. Kelsey, T. M. Waller, S. H. Wagner, of New Haven, Conn.

GENERAL OFFICE, Bangor, Me.

Date of information, Feb., 1900. b c x z

Penobscot Central Railway Co.—This road extends from Bangor through the villages of Glenburn, Kenduskeag and Corinth to Charleston—about 20 miles—and used the Patton motor system (a gasoline engine generating electricity in the car and connected with storage battery to equalize load on engine), when it commenced operation from Bangor to Charleston on June 8th, 1899. In Feb., 1900, it was officially announced that the road would be changed to the overhead trolley system and be again in operation by July 1, 1900.

CAPITAL STOCK, authorized, $150,000; issued, June, 1899, $78,381.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated July 1, 1898, due 1918, redeemable at 102 after July 1, 1903.

OPERATION.—Period of 19 days, ending June 30, 1899.

Receipts from passengers	$103
" " other sources	357
Receipts total	460
Operating expenses	147
Earnings from operation	313

PLANT AND EQUIPMENT.—Miles of track (electric), 26; gauge, 4 ft. 8½ in.; 22 cars, of which 2 are passenger cars and 20 freight cars; 6 motors.

OFFICERS.—Pres. & Gen. Man. F. O. Beal, Treas. F. H. Small, Counsel, E. C. Ryder.

GENERAL OFFICE, Bangor, Me.

Date of information, Feb., 1900. b c x z

BARRE, VT.

Population in 1880, 1,025, in 1890, 4,146, in 1898 (local estimates), 8,000.

Barre & Montpelier Traction & Power Co.—Chartered 1896, in perpetuity. Municipal franchise granted 1897 for 30 years. Annual meeting in October. This company began operation in June, 1898.

CAPITAL STOCK, authorized, $150,000, issued, $120,000.

FUNDED DEBT.—Debenture 5 p. c. gold bonds, $100,000; dated Dec. 1, 1897, due 1917; denom. $500; trustee of mortgage, American Loan & Trust Co., of Boston.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.

OFFICERS.—Pres. F. C. Kennedy, V. Pres. J. J. Flynn, Sec. H. K. Bush, Treas. F. G. Howland, Supt. F. H. Andrus.

DIRECTORS.—F. C. Kennedy, A. O. Humphrey, J. J. Flynn, F. G. Howland, D. M. Miles, W. B. Ferguson, R. A. Hoar, T. J. Deavitt.

GENERAL OFFICE, Barre, Vt.

Date of information, Dec., 1899. z

BATON ROUGE, LA.

Population in 1880, 7,197, in 1890, 10,478.

Home Electric Co.

CAPITAL STOCK, authorized, $75,000, issued, $5,300.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 48 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, St. Louis cars, American and Filer & Stowell Co. engines.

OFFICERS.—Pres. & Gen. Man. O. B. Steele, V. Pres. Edward Wax, Sec. & Treas. W. J. Knox, Supt. & Elecn. Wm. Hurst.

GENERAL OFFICE, Baton Rouge, La.

Date of information, May, 1899. c d

BAY CITY, MICH.

Population of Bay City, West Bay City and Banks, in 1880, 27,701, in 1890, 41,622, in 1894 (local estimates), 43,000.

Bay Cities Consolidated Railway Co.—Chartered Mar., 1893, for 30 years. Annual meeting second Tuesday in Mar. This road is now in the hands of a receiver.

CAPITAL STOCK, authorized, $1,000,000, issued, $950,000; par value, $100 per share.

FUNDED DEBT.—Consolidated mortgage 6 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Mar. 1, 1893, due, 1918; denom. $1,000; int. payable Mar. and Sept., at office of Solicitors' Loan & Trust Co., of Philadelph a, trustee of mortgage.

Please note date of information at end of each report.

Second mortgage 6. p. c. bonds, authorized and issued, $50,000; dated Nov. 21, 1896; int. payable semi-annually at office of Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—$120,000 of consolidated mortgage bonds are held in escrow to retire a prior lien.

OPERATION.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.	1897.	1898.
Receipts from pass...	$84,033	$80,338	$87,181	$87,329	$	$
" other sources	1,051	3,112	1,477	3,223		
" total.....	85,084	83,450	88,658	90,552	81,904	87,802
Operating expenses..	60,274	52,011	58,517	60,613	56,135	58,902
Earnings from oper...	24,810	31,439	30,141	29,939	25,769	28,900
Deduct. from earnings.						
Interest on bonds.	22,000	30,000	30,000			
Taxes.	2,600					
Net income.....	210	1,439	141			
P.c. op.exp. to tot. rec.	70.8	62.3	66.0	66.9	68.5	67.1

PLANT AND EQUIPMENT.—Miles of main line, 25, of second track, 3, of sidings, 1, total track (electric), 29; gauge, 4 ft. 8½ in.; 45 lb. to 60 lb. T and tram rail; 7 horses, 35 cars, of which 30 are motor cars and 5 trail cars; 680 H. P. station plant; Hamilton-Corliss engines, Gen. Elec. and West. dynamos and motors, Brill, American and Stephenson cars. McGuire trucks.

OFFICERS.—Receiver & Pres. M. P. Heraty (Philadelphia); V. Pres. R. S. Hunter (Philadelphia); Gen. Man. & Pur. Agt. E. S. Dimmock, Treas. H. H. Norrington, Gen. Man. S. L. Nelson, Elecn. & Ch. Engr. E. E. Shirley, Audr. W. W. Dimmock.

DIRECTORS.—W. B. McKinley, Chicago, Ill.; M. P. Heraty, R. S. Hunter, F. Dundore, Philadelphia, Pa.; James Davidson, Joseph Turner, Bay City; H. H. Norrington, West Bay City.

GENERAL OFFICE, Shearer Bldg., Bay City, Mich.
Date of information, May, 1899. z

BEATRICE, NEB.

Population in 1880, 2,447, in 1890, 13,836.

Beatrice Electric Co.—This is the successor to the Beatrice Rapid Transit & Power Co., which was sold under foreclosure of mortgage on July 26, 1895.

CAPITAL STOCK, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds issued, $60,000; dated 1895, due 1915.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 38 lb. and 52 lb. girder and T rail; 8 cars, of which 4 are motor cars and 4 trail cars; Ide engines, Short and West. dynamos and motors, American and St. Louis cars.

OFFICERS.—Pres. V. G. Lantry, V. Pres. John E. Smith, Sec. Albert S. Maxwell, Treas. Paul W. Horbach, Gen. Man. Supt. & Pur. Agt. E. J. Sullivan.

DIRECTORS.—Victor G. Lantry, John E. Smith, Albert S. Maxwell, Paul W. Horbach, E. J. Sullivan.

GENERAL OFFICE, 1st National Bank Building.
Date of information, Dec., 1899. z

BEAVER FALLS, PA.

Population in 1880, 5,104, in 1890, 9,724.

Beaver Valley Traction Co.—Chartered June 29, 1891, in perpetuity. Annual meeting first Monday in Feb. This company owns and operates under a 999 year contract the properties of the Beaver Valley Street Ry. Co., and the Central Electric Street Ry. Co. In Aug., 1896, the company took charge of and began operating the College & Grand View Electric R. R.

CAPITAL STOCK, authorized and issued, $300,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $150,000; dated Aug. 8, 1891, due, July 1, 1911; denom, $1,000; int. payable Jan. and July, at office of Union Trust Co., Pittsburgh, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized, $100,000, issued, $79,000; coupon, but may be registered; dated Oct. 1, 1895, due 1915; denom. $1,000; int. payable Apr. and Oct., at office of Union Trust Co., of Pittsburg, Pa., trustee of mortgage.

OPERATION.—Year ending Dec. 31, June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers....	$58,212	$67,419	$67,264	$66,920	$68,654
" other sources.....	1,718	1,927	1,291	3,017	2,186
" total.....	59,930	69,346	68,555	69,937	70,840
Operating expenses.....	38,073	38,282	37,979	39,425	42,296
Earnings from operation.....	21,857	31,064	30,576	30,512	28,544
Deductions from earnings.					
Interest on bonds.....	9,000	9,000	15,178	16,357	16,346
" "floating debt..	4,607	4,713			
Taxes.....	2,299	1,930	2,637	2,739	1,895
Rentals and tolls.....			1,875	1,940	
Insurance.....			721	337	
Net income.....	5,950	15,418	10,165	9,139	10,303
Total surplus account.....	27,170	42,539	52,705	54,933	59,279
P. c. op.exp.to total receipts..	65.4	55.1	55.4	56.3	59.7

OPERATING EXPENSES.

Year ending Dec. 31,	1894.	1895.	1896.	1897.	1898.
Transportation.....	$22,985	$23,634	$24,597	$25,202	$25,448
Mainten. of way and equip..	5,547	8,803	7,425	8,952	10,942
General expenses.....	5,153	5,635	6,259	3,825	3,035
Total.....	$33,685	$38,073	$38,282	$37,979	$39,425

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1895.	1896.	1897.	1898.	June 30, 1899.
Passengers carried..	1,177,406	1,399,849	1,401,691	1,389,306	1,404,703
Car miles run.....	408,670	450,322	446,700	457,894	
Total rec. per car mile	$.147	$.154	$.151	$.153	
Op. ex. per car mile.	.087	.078	.085	.086	

BALANCE SHEET.—Dated Dec. 31, June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip..	$305,245	$307,014	$314,124	$326,875	$607,084
Cash assets.....	3,787	455	474	2,717	4,433
Bills receivable.....		16,894	16,724	17,500	17,053
Dividend No. 1.....			6,000		
Investments.					
B. V. S. R. stock.....	140,000	140,000	140,000	140,000	
Cent. Elec. "	110,000	110,000	110,000	110,000	
Real estate and bldgs ..	15,557	15,557	23,362	31,241	
Total	$574,589	$589,920	$610,684	$628,333	$628,570
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt.....	150,000	187,000	224,000	250,000	250,000
Bills payable.....	92,859	57,664	28,706	16,747	
Accounts payable.....	4,560	2,717	5,273	6,653	19,273
Profit and loss (surplus)	27,170	42,539	52,705	54,933	59,297
Total.....	$574,589	$589,920	$610,684	$628,333	$628,570

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 5 ft. 2 in.; 45 lb., 56 lb. and 72 lb. girder and T rail; 24 cars, of which 23 are motor cars and 1 trail car; Buckeye engines, Stirling & Manning boilers, Gen. Elec. and West. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. J. M. Buchanan, V. Pres., Pur. Agt. & Gen. Man. W. C. Simpson, Sec. W. P. McConnell, Treas. S. P. Stone, Supt. & Elecn. John S. Irvin, Ch. Engr. of Power Station Hiram Supples.

DIRECTORS.—John M. Buchanan, Theodore P. Simpson, W. C. Simpson, Jas. P. Stone, H. P. Brown, Robert S. Kennedy, Albert M. Jolly.

GENERAL OFFICE, Beaver Falls, Pa.
Date of information, Jan., 1900. b

Beaver & Vanport Electric Street Railway.—Chartered July 1, 1897. This road is an extension of the lines of the Beaver Valley Traction Co., and is operated by that company.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road.....	$10,735	$10,735
Cost of equipment.....	1,265	1,265
Cash.....	402	91
Materials and supplies.....	557	939
Total.....	$12,959	$13,030
LIABILITIES.		
Capital stock	$12,000	$12,000
Profit and loss (surplus).....	959	1,030
Total.....	$12,959	$13,030

PLANT AND EQUIPMENT.—Miles of track (electric), 1.75; 2 motor cars.

OFFICERS.—Pres. John M. Buchanan, Sec. W. A. McConnell, Treas. Edward J. Allison.

GENERAL OFFICE.—Beaver Falls, Pa.
Date of information, Jan., 1900. b

Riverview Electric Street Railway Co.—Chartered June 18, 1892. Construction of road was commenced in Aug., 1897, and part of the road was placed in operation Apr. 30, 1898.

CAPITAL STOCK, $15,360.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,	1898.	1899.
Gross receipts.....	$514	$2,714
Operating expenses.....	348	3,722
Earnings from operation.....	$166	*$992

* Deficit.

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road	$25,986	$36,950
" " equipment	2,171	2,229
Cash	700	154
Profit and loss 'deficit)		841
Total	$28,857	$40,174
LIABILITIES.		
Capital stock	$14,190	$15,360
Loans	13,543	24,647
Accounts payable	958	167
Profit and loss (surplus)	166	
Total	$28,857	$40,174

PLANT AND EQUIPMENT.—Miles of track (electric), 1.55; 2 motor cars.

OFFICERS.—Pres. E. L. Hutchinson, Sec. F. W. Walker, Treas. F. G. Barker, Gen. Supt. Geo. Cochenor.

DIRECTORS.—J. W. Kelly, W. H. Emerson, H. F. Barker, F. G. Barker, F. W. Walker, J. D. Perrott, H. F. Dillon, E. L. Hutchinson.

GENERAL OFFICE, New Brighton, Pa.

Date of information, Jan., 1900. b

College & Grand View Electric Railroad Co.—Charter granted July 1, 1893. Operation began July 31, 1893. This road is an extension of the lines of the Beaver Valley Traction Co., and is operated by that company.

CAPITAL STOCK, $15,000.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equipment	$15,000	$11,839	$16,951	$16,951
Cash assets	140	5,112	628	1,276
Accounts receivable			500	500
Total	$15,140	$16,951	$18,079	$18,727
LIABILITIES.				
Capital stock	$15,000	$15,000	$15,000	$15,000
Bills payable	140	1,318	1,318	1,318
Accounts payable		277	311	184
Other liabilities		46		
Profit and loss (surplus)		310	1.450	2,225
Total	$15,140	$16,951	$18,079	$18,727

PLANT AND EQUIPMENT.—Miles of track (electric), 1.3; gauge, 5 ft. 2 in.; 52 lb. girder rail; 2 motor cars; West. motors, New Castle cars; company rents power from B. V. T. Co.

OFFICERS.—Pres. J. D. Sherwood, Sec. & Treas. W. P. McConnell, Supt. W. R. Hazen.

DIRECTORS.—Robert S. Kennedy, John P. Sherwood, John M. Buchanan, W. R. Dunlap, Albert M. Jolly.

GENERAL OFFICE.—Beaver Falls, Pa.

Date of information, Jan., 1900. b

Patterson Heights Street Railway Co.—Chartered July 3, 1895. Annual meeting third Monday in Jan. This company commenced operation on Jan. 19, 1896. The road is a combined electric and cable incline.

CAPITAL STOCK, authorized and issued, $6,000.

FUNDED DEBT.—First mortgage 6 p. c. gold registered bonds, authorized, $6,000, issued, $4,800; dated June 1, 1898; denom. $500; int. payable June and Dec.; at First National Bank, Beaver Falls, Pa.; trustee of mortgage, James M. May.

OPERATION.—Year ending	June 30, 1897.	June 30, 1898.	Dec. 31, 1899.
Total receipts	$1,237	$1,335	$1,270
Operating expenses	1,333	1,738	1,122
Deficit	96	403	148
Taxes		11	10
Interest on bonds		444	250
Total deficit		858	111

BALANCE SHEET.—Dated ASSETS.	June 30, 1896.	1897.	1898.	Dec. 31, 1899.
Cost of road and equip	$8,216	$9,000	$9,254	$ 9,254
Cash on hand			270	274
Profit and loss (deficit)			1,276	1,272
Total	$8,216	$9,000	$10,800	$10,800
LIABILITIES.				
Capital stock	$6,000	$6,000	$6,000	$ 6,000
Funded debt			4,800	4,800
Loans and accounts payable	2,140	3,000		
Profit and loss(surplus)	76			
Total	$8,216	$9,000	$10,800	$10,800

PLANT AND EQUIPMENT.—Miles of track (electric), .45; gauge, 5 ft. 2½ in.; 30 lb. T. rail; 1 motor car; Gen. Elec. motors; Brill cars.

OFFICERS.—Pres. John Reeves, Sec. & Treas. John T. Reeves, Elecn. John Whettenberger.

DIRECTORS.—John Reeves, Jas. F. Merriman, Henry W. Reeves, H. C. Patterson, C. H. Myers, John T. Reeves.

PRESIDENT'S OFFICE, 401 Seventh Ave., Beaver Falls, Pa.

Date of information, Jan., 1900. z

BELLEVILLE, ILL:

Population in 1880, 10,683, in 1890, 15,361, in 1898 (local estimates), 20,300.

Belleville Electric Railway Co.

CAPITAL STOCK, authorized $300,000, issued $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $300,000, issued, $100,000; dated Jan. 1, 1894, due 1909; int. payable Jan. and July, at office of American Trust & Savings Bank, of Chicago.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 10 in.; 52 lb. and 66 lb. Johnson girder and 72 lb. Shanghai rail; 9 cars, of which 7 are motor cars and 2 trail cars; Russell engines, Gen. Elec. dynamos; rent power.

OFFICERS.—Pres. John A. Day, V. Pres. H. A. Kircher, Sec. & Treas. Geo. Gauss.

Date of information, Mar., 1900. x

St. Louis & Belleville Electric Railway Co.—Chartered 1897, for 50 years. Annual meeting Dec. 1st. It is reported that this company has purchased the St. Louis, Belleville & Suburban Ry. and that they are to be consolidated under the name of Interurban Traction Co. of St. Louis.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $500,000; dated May 1, 1898; denom. $500 and $1,000; int. payable May and Nov., at office of Mississippi Valley Trust Co., of St. Louis, Mo., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 23; gauge, 4 ft. 8½ in., 60 lb. rail; 8 motor cars; 1,200 H. P. of station plant; St. Louis Corliss engines; Gen. Elec. dynamos and motors, St. Louis cars and trucks.

OFFICERS.—Pres. John A. Day, V. Pres. Geo. J. Kobusch, Sec. & Treas. Charles Sutter, Gen. Man. L. N. Downs.

GENERAL OFFICE.—Belleville, Ill.

REFERENCE.—Description of car, Vol. XV, Apr., '99, p. 252 (ill.).

Date of information, Mar., 1900. x

BELLEVILLE, ONT.

Population in 1891, 9,914, in 1896 (local estimates), 10,300.

The Belleville Traction Co. (Ltd.)—Chartered to build an electric railway in Belleville.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; 65 lb. T rail; 4 cars, of which 2 are motor cars and 2 trail cars; Polson Iron Works engines, Gen. Elec. dynamos and motors, Can. Gen. Elec. cars.

OFFICERS.—Pres. S. A. Lazier, V. Pres. S. S. Lazier, Sec. Treas. & Supt. R. E. Lazier, Ch. Engr. A. Berrage, Elecn. James Deadey.

GENERAL OFFICE, Campbell St., Belleville, Ont.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 50.

Date of information, May, 1899. c d

BENNINGTON, VT.

Population, in 1890, 3,971, in 1896 (local estimates), 7,000.

Bennington & Woodford Electric Railroad Co.—Chartered Nov., 1894. This road was placed in the hands of a receiver in Apr., 1899.

CAPITAL STOCK, authorized, $100 000, issued, $55,000.

FUNDED DEBT, authorized, $100,000.

DIVIDENDS, in 1897, 9 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 62 lb. T rail; 6 cars, of which 4 are motor cars and 2 trail cars; 400 H. P. station plant, Armington & Sims engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars, Taylor trucks.

OFFICERS.—Receiver E. D. Bennett, Pres. C. W. Crispill (Rondout, N. Y.), V. Pres., Gen. Man. & Pur. Agt. H. W. Martin, Sec. C. H. Mason, Treas. C. H. Martin, Elecn. Wm. B. Waldron.

DIRECTORS.—C. W. Crispill, Norman White, Amos Aldrich, H. W. Martin, C. H. Martin.

GENERAL OFFICE, Bennington, Vt.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 291.

Date of information, Dec., 1899. x

BENSON, NEB.

Benson Railway Co.—This is a private interurban road owned by E. A. Benson, connecting with the Omaha Street Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 30 lb. T rail; 2 motor cars; West. motors; power is purchased from Omaha Street Ry. Co.

OFFICERS.—Pres. E. A. Benson, Gen. Man. J. B. Carmichael, Supt. J. A. Morgan.

Date of information, Dec., 1899. z

BERKLEY, VA.

Population in 1890, 3,899.

The Berkley Street Railway Co.—Chartered Feb., 1888, in perpetuity. Annual meeting third Monday in Jan.

CAPITAL STOCK, authorized, $75,000, issued, $21,250; par value, $50 per share.

FUNDED DEBT, $15,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 56 lb. and 85 lb. T and girder rail; 6 cars, of which 5 are motor cars and 1 trail car; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. T. H. Synon, Sec. Treas. & Supt. Wm. Tillotson, Ch. Engr. of Power Station, J. H. Norton.

DIRECTORS.—T. H. Synon, H. L. Page, Wm. Tillotson.

PRESIDENT'S OFFICE, 17 Granby St., Norfolk, Va.

Date of information, May, 1899. c d

BETHLEHEM, PA.

Population, in 1880, 5,193, in 1890, 6,762.

Bethlehem & Nazareth Passenger Railway Co.

CAPITAL STOCK, authorized, $150,000.

FUNDED DEBT, authorized, $150,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 65 lb. T. rail; 6 motor cars.

OFFICERS.—Pres. J. J. McKee, Sec. & Supt. G. H. Wolle, Treas. C. A. Wolle.

GENERAL OFFICE, Bethlehem, Pa.

Date of information, Feb., 1900. x

BEVERLY, MASS.

Population in 1880, 8,456, in 1890, 10,821.

Beverly & Danvers Street Railway Co.—This road resumed operation on June 20, 1896. Annual meeting fourth Wednesday in Oct. The capital stock of this company is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized, $25,000, issued, $12,000; par value, $100 per share.

FUNDED DEBT.—Coupon notes, 6 p. c., authorized and issued, $40,000; dated Dec. 30, 1895, due 1900; denom., $1,000; int. payable June and Dec., at office of Old Colony Trust Co., of Boston, Mass.

OPERATION.—	3½ mos. ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Year ending Sept. 30, 1899.
Gross receipts	$1,996	$6,312	$6,975	$7,221
Operating expenses	1,958	5,441	5,397	4,371
Earnings from operation	38	871	1,578	2,850
Deductions from earnings.				
Int. on funded debt	646	2,440	2,400	2,400
" " unfunded debt		11		
Taxes	44	71	73	128
Net deficit	652	1,651	895	*322
Total deficit	4,481	6,092	6,902	6,579

*Surplus.

OPERATING EXPENSES.

Year ending Sept. 30, 1899.

General Expenses	$ 247
Transportation	3,670
Maintenance of road and buildings	399
" " equipment	55
Total	$4,371

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1899.

Revenue passengers carried	144,084
Car miles run	47,560
Total receipts per car mile	$.151
Operating expenses per car mile	.091

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$21,192	$24,005	$24,065	$24,065	$24,065
" " equipment		3,000	3,854	3,854	3,854
" " land and buildings	2,979	2,979	2,979	2,979	2,979
Cash and current assets		908	806	2,661	1,469
Miscellaneous assets		17,993	17,983	17,983	18,010
Profit and loss (deficit)	3,450	4,481	6,092	6,902	6,579
Total	$27,621	$53,366	$55,780	$58,444	$56,956
LIABILITIES.					
Capital stock	$12,000	$12,000	$12,000	$12,000	$12,000
Funded debt		40,000	40,000	40,000	40,000
Loans and bills payable	15,621				
Current liabilities		722	3,130	5,797	4,284
Accrued "		644	650	647	672
Total	$27,621	$53,366	$55,780	$58,444	$56,956

PLANT AND EQUIPMENT.—Miles of track (electric), 4.43; gauge 4 ft. 8½ in.; 50 lb. T rail, 2 motor cars.

OFFICERS.—Pres. Elwin C. Foster, V. Pres. B. W. Warren, Clerk Edwin L. Stone, Treas. Charles Williams, Supt. Henry C. Page.

DIRECTORS.—J. S. Baker, Beverly, Mass.; Elwin C. Foster, Lynn, Mass.; Bentley W. Warren, Boston; G. A. Tapley, Danvers, Mass.; Charles Williams, Wakefield, Mass.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

REFERENCE.—Operating detail, Vol., XIV, Sept. '98, p. 489.

Date of information, Feb., 1900. b c z

BIDDEFORD, ME.

Population of Biddeford and Saco in 1880, 19,040, in 1890, 20,518.

Biddeford & Saco Railroad Co.—Chartered Feb. 19, 1887, in perpetuity. Annual meeting in July.

CAPITAL STOCK, authorized, $100,000, issued, $40,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $90,000; dated, 1888 and 1892, due, 1908; int. payable Jan. and July, at office of First National Bank, Biddeford.

OPERATION.—Year ending June 30.

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$24,287	$25,461	$26,383	$24 958	$30,656
Operating expenses	12,186	26,871	20,307	16,731	16,381
Earnings from operation	12,101	*1,410	6,076	8,227	14,275
Deductions from earnings.					
Interest on bonds	5,400	5,400	5,400	5,400	5,400
" float. debt	315	146	1,142	1,282	1,114
Taxes	200		321	327	533
Net income	6,186	*6,956	*787	1,218	7,228
Total deficit	1,059	8,015	8,802	*7,584	* 356

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Maint. way and structure	$ 932	$14,056	$ 6,153	$ 1,536	$ 1,848
" of equipment	914	540	1,415	2,042	1,039
Conducting trans	7,948	9,389	9,586	10,595	11,733
General expenses	2,393	2,894	3,153	2,558	1,761
Total	$12,186	$26,871	$20,307	$16,731	$16,381

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	350,925	365,488	337,860	414,505
Car miles run	133,364	145,032	136,312	167,480
Gross receipts per car mile	$.191	$.182	$.183	$.183
Operating exps. per car mile	.202	.140	.122	.097

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$ 67,355	$ 67,355	$ 67,355	$ 67,355	$ 67,355
" equipment	50,359	37,643	39,423	39,512	39,509
Cash assets	4,596	11,233	2,660	2,253	3,035
Sinking fund	7,700		12,200	14,000	15,800
Land and buildings	12,646	27,455	27,460	27,460	27,460
Profit and loss (deficit)	1,059	8,014	8,802	7,584	356
Total	$143,715	$151,700	$157,900	$158,164	$153,515
LIABILITIES.					
Capital stock	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000
Funded debt	90,000	90,000	90,000	90,000	90,000
Other liabilities	13,715	21,700	27,900	28,164	23,515
Total	$143,715	$151,700	$157,900	$158,164	$153,515

PLANT AND EQUIPMENT.—Miles of track (electric), 6.03; gauge, 4 ft. 8 ½ in.; 35 lb. T rail; 22 cars, of which 11 are motor cars and 11

Please note date of information at end of each report.

trail cars, 2 snow plows and 4 other vehicles; West. engines, Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. E. H. Banks, Sec. Treas. & Gen. Man. Chas. H. Prescott, Ch. Engr. T. W. Greene, Supt. W. A. Worthing.

DIRECTORS.—E. H. Banks, Joseph Gooch, Charles H. Prescott, Carlos Heard, Biddeford, Me.; Harry P. Garland, Saco, Me.

GENERAL OFFICE, 154 Main St., Biddeford.

Date of information, Feb., 1900. b c z

BINGHAMTON, N. Y.

Population in 1880, 17,317, in 1890, 35,005, in 1899 (local estimates), 47,000. Population of suburbs served by street railway system, 7,000.

Binghamton Railroad Co.—Chartered March 31, 1894. This is a consolidation of the following companies originally operating in Binghamton:

Binghamton & Port Dickinson Ry. Co.	incorp.	1868
Washington Street & State Asylum R. R. Co.	"	1871
Park Avenue R. R. Co.	"	1882
Washington Street, Asylum & Park R. R. Co.	"	1887
Binghamton Central R. R. Co.	"	1883
City Ry. Co.	"	1883
Court Street & East End R. R. Co.	"	1886
West Side Street Ry. Co.	"	1887
Binghamton Street R. R. Co.	"	1890

This company leases the property of the Binghamton, Lestershire & Union Ry. Co. (which also see).

Capital Stock, authorized, $900,000, issued, $396,370; par value, $100 per share.

Funded Debt, direct, $832,000 as follows:

First mortgage 5 p. c. gold bonds, authorized, $900,000, issued, $832,000, in escrow (see Note), $68,000; coupon, but may be registered; dated Sept. 1, 1892, due 1922; denom. $1,000; int. payable Jan. and July, at office of the Atlantic Trust Co., of New York, trustee of mortgage.

Binghamton Street R. R. Co.'s first mortgage bonds, $200,000.

The company has also guaranteed the principal and interest on $125,000 of the first mortgage bonds of the Binghamton, Lestershire & Union Ry. Co. (which see for detailed description).

Note.—The mortgage or trust deed, dated Mar. 1, 1893, provides for an ultimate total issue of bonds of $900,000, of which $200,000 are placed in escrow with the trustee, to redeem the $200,000 of old bonds now outstanding on the property originally owned by the Binghamton Street R. R. Co., the present issue of new bonds being a first mortgage on all of the property of the consolidated lines, except the division originally known as the Binghamton Street R. R.

$45,000 were withdrawn from escrow and issued by the trustees Jan., 1897; $55,000 were withdrawn from escrow and issued by the trustees Jan., 1898; 32,000 were withdrawn from escrow and issued by the trustees Jan., 1899.

The proceeds of the next $250,000 of bonds were used for railroad purposes, and to pay for the land for the power house, erection of the same, and the building of car barns and other buildings, and for the general electric equipment of the old Binghamton & Port Dickinson division (which is regarded as possessing the most valuable franchises in the city), which division, at the time of the issue of these bonds, was free from encumbrances of any kind.

The next $150,000 of bonds were originally placed in escrow with the trustee, the proceeds thereof only to be used pro rata, upon certificates, satisfactorily showing to the trustee that in addition to the proceeds of the $250,000 of bonds above referred to, the Binghamton R. R. Co. had also expended in the construction, extension and betterment of its street railway plant, an amount equal to the face of the bonds desired to be withdrawn from escrow. These bonds have now been released from escrow, the company having complied with the conditions stated.

The remaining $300,000 were also placed in escrow with the trustee, for the sole purpose of reimbursing the Binghamton R. R. Co. for 85 per cent. of the actual cost of extension of track, hereafter constructed, together with the overhead wires and paving and necessary equipment; but none of said remaining $300,000 of bonds are to be issued unless the net earnings of the company, above operating expenses, shall be equal to at least 10 per cent. of the face amount of all bonds outstanding, including those proposed to be taken from escrow. It was provided, however, that bonds not to exceed the amount of $100,000 might be taken from escrow, for the purpose of paying for the property of the Court Street, East End and West Side Street R. R. Cos., purchased by the Binghamton R. R. Co., and for rebuilding, equipping and extending the same; but the amount so issued was not to exceed the actual net cost of said property to the Binghamton R. R. Co., and in case such cost should exceed $100,000, no more than $100,000 of bonds shall be issued to pay therefor. These bonds, $100,000, have also been issued.

The mortgage expressly provides for the cancellation of $100,000 of bonds at the rate of $5,000 per annum for ten years beginning Mar. 1, 1908, and at the rate of $10,000 per annum for five years beginning Mar. 1, 1918, all bonds required for the sinking fund to be drawn by lot from the bonds outstanding at the time.

Franchises.—In addition to the old and valuable charters originally granted (N. Y. R. R. laws of 1850, and special legislature acts) to its constituent companies, the Binghamton R. R. Co. secured in 1892 consolidated franchises and contracts granted by ordinance of the City Council, passed Mar. 28, 1892, and legalized by special act of the Legislature. (See chapters 231, 259, 425, laws of 1893.) The franchises are practically exclusive (see chapter 501, laws of 1868) and perpetual. They permit street railway operation in the City of Binghamton and in the villages of Port Dickinson and Lestershire.

Operation.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	June 30, 1899.
Gross receipts	$127,257	$144,592	$151,105	$161,704	$162,925
Operating expenses	73,504	80,855	86,251	87,951	90,744
Earnings from operation	53,753	63,737	64,854	73,753	72,181
Deductions from earnings.					
Taxes	3,287	3,938	4,590	5,400	5,400
Interest	32,000	35,225	36,225	41,975	45,439
Rentals			6,327	6,922	6,250
Net income	18,466	24,574	17,712	19,456	15,092
Total surplus account					95,502
Per cent. operating expn. to total receipts	58	56	57	54	55

OPERATING EXPENSES.	June 30, 1899.
General expenses	$ 8,679
Transportation expenses	63,405
Maintenance of road and buildings	4,798
" " equipment	13,862
Total	$90,744

STATISTICS OF TRAFIC.	June 30, 1899.
Number of passengers carried	3,907,530
Transfers	609,642
Car miles run	922,500
Total receipts per car mile	$.266
Operating expenses per car mile	.148

Balance Sheet.—Dated Dec. 31,

ASSETS.	1895.	1896.	1897.	1898.	June 30, 1899.
Cost of road and equipment	$1,091,853	$1,217,697	$1,276,221	$1,364,865	$1,382,224
Other perm'ent investments					15,000
Cash and cur'nt assets	4,543	955	15,186	30,752	36,822
Bills and accts. receivable	9,919	29,008	23,273	26,853	
Supplies	3,010	3,818	4,236	3,110	
Total	$1,109,325	$1,251,478	$1,318,916	$1,425,580	$1,434,046
LIABILITIES.					
Capital stock	$ 325,470	$ 395,170	$ 395,270	$ 396,370	$ 396,370
Funded debt	630,000	672,000	720,000	800,000	832,000
Bills payable	99,873	98,755	113,076	92,630	82,836
Accrued interest	3,000	3,000	3,000	3,000	3,000
Accts. payable	9,482	16,478	3,783	30,337	24,338
Profit and loss (surplus)	41,500	66,075	83,787	103,243	95,502
Total	$1,109,325	$1,251,478	$1,318,916	$1,425,580	$1,434,046

Plant and Equipment.—Miles of track (electric), 35.85; gauge, 4 ft. 8½ in.; 35 lb. to 94 lb. T and girder rail; 5 horses, 69 cars, of which 54 are motor cars and 12 trail cars; Ball & Wood, and McIntosh & Seymour, C. G. engines, Gen. Elec. dynamos and motors, Stephenson and Laclede cars.

Officers.—Pres. G. T. Rogers, V. Pres. J. B. Landfield, Sec. Jos. M. Johnson, Treas. J. B. Rogers, Gen. Man. Supt. & Pur. Agt. J. P. E. Clark, Ch. Engr. of Power Station John H. Cole, Master Mechanic C. D. Brown.

Directors.—G. T. Rogers, J. B. Landfield, C. J. Knapp, F. E. Ross, T. S. Rogers, Geo. Whitney, J. P. E. Clark, Jos. M. Johnson George E. Green.

General Office, Power Station, Binghamton, N. Y.

References.—Description of road, Vol. VIII, Sept., '92, p. 542. Vol. XI., Feb., '95, p. 81 (ill.); annual report, Vol. X, June, '94, p. 411; Vol. X, Sept., '94, p. 600. Description of Ross Park (brief), Vol. XV, May, '99, p. 302.

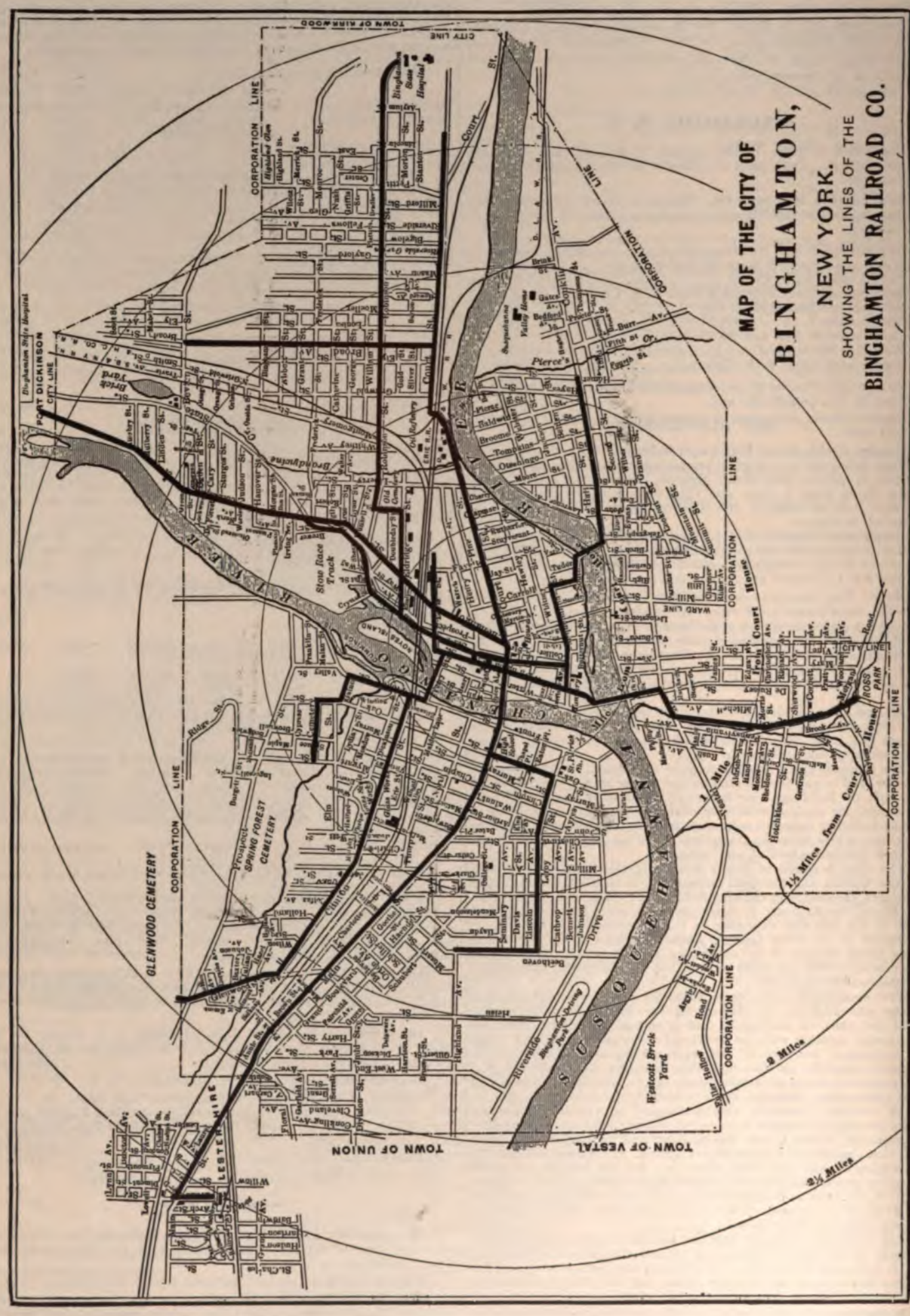
Date of information, Feb., 1900. b c z

For map of road see page 26.

Binghamton, Lestershire & Union Railway Co.—Chartered Oct. 16, 1894, and leased to Binghamton R. R. Co. for 30 years from Jan. 1, 1896.

Capital Stock, authorized, $250,000, issued, $123,600.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $250,000, issued, $125,000; dated Dec. 1, 1895, due 1925; int. payable June and Dec., at office of the Atlantic Trust Co., of New York;


MAP OF THE CITY OF
BINGHAMTON,
NEW YORK.
SHOWING THE LINES OF THE
BINGHAMTON RAILROAD CO.
CITY LINE
CORPORATION LINE
TOWN OF KIRKWOOD
TOWN OF UNION
TOWN OF VESTAL
SUSQUEHANNA
GLENWOOD CEMETERY
SPRING FOREST CEMETERY
Binghamton State Hospital
PORT DICKINSON
Stone Race Track
Court House
Court
Pierce's
Riverside
Westcott Brick Yard
1 Mile from Court
1½ Miles from Court
2 Miles
2½ Miles

trustee of mortgage, Binghamton Trust Co., of Binghamton. The principal and interest of these bonds are guaranteed by the Binghamton R. R. Co.

Officers.—Pres. J. B. Landfield, V. Pres. G. T. Rogers, Sec. J. M. Johnson, Treas. John B. Rogers, Gen. Man. J. P. E. Clark.

Directors.—Jerome B. Landfield, John P. E. Clark, John B. Rogers, Frederick E. Ross, Charles J. Knapp, Theodore S. Rogers, Jos. M. Johnson, G. T. Rogers.

Date of information, Dec., 1899. b

BIRMINGHAM, ALA.

Population in 1880, 3,086, in 1890, 26,187.

Birmingham Railway & Electric Co.—Chartered May 5, 1890, in perpetuity. Annual meeting second Tuesday in Dec. This is a consolidation of the Birmingham Union Ry. Co., the Bessemer & Birmingham R. R. Co., the Ensley Ry. Co. and the Birmingham, Powderly & Bessemer Ry. Co. This company also controls by ownership of entire capital stock the properties of the Birmingham Traction Co.

CAPITAL STOCK.—Common stock, authorized and issued, $500,000; par value, $100 per share.

6 p. c. cumulative preferred stock, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon gold bonds, authorized, $1,250,000, issued, $1,160,000, in treasury, $90,000; dated July 2, 1894, due 1924; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York; trustee of mortgage, Birmingham Trust & Savings Co.

NOTE.—All underlying bonds have been called in and cancelled.

The mortgage deed provides that on Jan. 1, 1900, and annually thereafter, 1 p. c. of the entire bond issue shall be passed to a sinking fund for retirement of bonds.

The unissued first mortgage bonds now in the treasury may be sold at the discretion of the board of directors.

PLANT AND EQUIPMENT.—Miles of track, 63.18; operated by steam, 22, by electricity, 41.18; gauge, 4 ft. 8 in.; 30 lb. to 80 lb. T and girder rail; 8 horses, 106 cars, of which 60 are motor cars, 25 trail cars, 11 steam cars, and 10 freight cars, 7 locomotives; Gen. Elec. motors; power purchased from Electric Light Co.

OFFICERS.—Pres. A. M. Shook, 1st V. Pres. R. Jemison, 2d V. Pres. W. A. Walker, Sec. Treas. & Pur. Agt. Edwin Warner, Gen. Man. J. B. McClary, Elecn. George H. Harris.

DIRECTORS.—A. M. Shook, P. G. Shook, Percy Warner, G. B. McCormack, Robert Jemison, N. E. Barker, Wm. A. Walker, B. F. Roden, R. H. Pearson.

GENERAL OFFICE, 303 North 20th St.

REFERENCES.—Description of road, Vol. X, Souv., '94, p. 34; description of parks (brief), Vol. XIII, Mar., '97, p. 153 (ill.); operating detail (brief), Vol. XII, Sept., '96, p. 529.

Date of information, Mar., 1900. x

Birmingham Belt Railroad Co.—This company is a reorganzation of the Highland Avenue & Belt Railroad Co., which was chartered May 5, 1887 and was placed in the hands of a receiver on Apr. 6, 1897.

PLANT AND EQUIPMENT.—Miles of track (steam), 22; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 15 passenger cars, 7 Baldwin locomotives.

OFFICERS.—Pres. J. B. Cobbs (Montgomery, Ala.), Sec. I. C. Beatty, Treas. J. London, Gen. Man. G. H. Clark, Supt. H. W. Emrick.

GENERAL OFFICE, 15th St. and Ave. E., Birmingham, Ala.

Date of information, Dec., 1899. z

Birmingham Traction Co.—This is a reorganization in Aug., 897, of the East Birmingham Street R. R. Co., which was sold at receiver's sale, and in 1899 passed into the control of the Birmingham Ry & Electric Co. by ownership of entire capital stock.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 14 cars, of which 8 are motor cars and 6 trail cars; Porter engines, Brill cars.

OFFICERS.—Pres. Alex. T. London, Sec. & Treas. John London, Gen. Man. & Pur. Agt. George H. Clark.

DIRECTORS.—A. T. London, John London, George H. Clark.

GENERAL OFFICE, Birmingham, Ala.

Date of information, Mar., 1900. x

BLOOMINGTON, ILL.

Population in 1880, 17,180, in 1890, 20,484.

Bloomington & Normal Railway Co.—Chartered June 17, 1898, for 99 years. Annual meeting third Tuesday in June. This company is the successor to the Bloomington City Railway Co., whose property was sold at foreclosure sale.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated July, 1898, due 1923; int. payable Jan. and July at office of Illinois Trust & Savings Bank, of Chicago, trustees of mortgage, or at office of Chase National Bank, New York City.

Bonds may be called for payment at one month's notice, at par and accrued interest in ten, fifteen or twenty years.

OPERATION.—6 months and 20 days ending Dec. 31, 1898.

Receipts from passengers	$33,960
" other sources	281
" total	34,241
Operating expenses	15,377
Earnings from operation	18,864
Deductions from earnings.	
Interest on bonds	6,266
Taxes	507
Net income	12,091
Dividends paid	6,250
To surplus account	5,841
Per cent. of expenses to total receipts	46.5

BALANCE SHEET.—Dated Dec. 31, 1898.

Assets.		Liabilities.	
Cost of road	$500,000	Capital stock	$250,000
" equipment	5,831	Funded debt	250,000
Other permanent inv	341	Bil s & accts payable	6,789
Cash	10,517	Other liabilities	1,363
Bills & accts receivable	3,026	Profit & loss (surplus)	18,366
Other assets	6,803		
Total	$526,518	Total	$526,518

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 45 lb. and 70 lb. T rail; 27 cars, of which 15 are motor cars and 12 trail cars; Buckeye engines, West. dynamos and motors, St. Louis cars and trucks.

OFFICERS.—Pres. A. E. DeMange, V. Pres. John Graham, Sec. Willis E. Gray, Treas. J. F. Evans, Gen. Man. John Eddy, Supt. Wm. Irvine, Elecn. David Barclay.

DIRECTORS.—A. E. DeMange, George McIntosh, John Graham, W. E. Gray, E. W. Biddle, J. Eddy, W. J. Harvey, J. F. Evans, J. W. Sharpe.

GENERAL OFFICE, Bloomington, Ill.

Date of information, Dec., 1899. z

BOISE CITY, IDAHO.

Population in 1880, 1,896, in 1890, 2,311, in 1895 (local estimates) 8,000, in 1899 (local estimates) 10,000.

Boise Rapid Transit Co.—Charter and municipal franchise granted in 1892 for 50 years. Annual meeting in Sept.

CAPITAL STOCK, authorized, $200,000, issued, $54,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 2 motor cars; 40 H. P. station plant; Gen. Elec. dynamos and motors, Brills car and trucks; water power.

OFFICERS.—Pres. Geo. Aineslie, V. Pres. D. Arnold, Sec. G. W. Russell, Treas. Pur. Agt. & Gen. Man. G. D. Ellis, Elecn. C. Hutchison.

DIRECTORS.—Geo. Aineslie, D. Arnold, M. E McCarty, Geo. W. Russell, W. H. Janman, Geo. D. Ellis, John P. Morgan.

GENERAL OFFICE, Main and 7th Sts.

Date of information, May, 1899. c d

BOONE, IA.

Population in 1880, 3,330, in 1890, 6,518, in 1899 (local estimates), 11,500.

Boone Electric Street Railway & Light Co.—Chartered June 1, 1883, for 20 years. Municipal franchise granted June 1, 1883, for 50 years.

CAPITAL STOCK, authorized, $200,000, issued, $91,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $125,000, issued, $71,500; dated July 1, 1893, due 1913; denom. $500 and $1,000; int. payable Jan. and July, at City Bank of Boone; C. J. Ericson, trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1897.	1898.	1899.
Receipts from passengers	$ 5,512	$ 7,778	$11,341
" " other sources	12,144	13,055	15,560
" total	17,656	20,833	26,901
Operating expenses and taxes	10,085	11,200	12,400
Earnings from operation	7,571	9,633	14,501
Interest on bonds	3,720	4,260	4,290
Net income	3,851	5,373	10,211

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 45 lb. steel rail; 2 motor cars.

Please note date of information at end of each report.

ELECTRIC LIGHTING PLANT.—1 West. dynamo, 1200 lights, 2 Edison dynamos, 1800 lights each, 1 Edison dynamo, 400 lights, 1 Standard arc dynamo, 50 lights; 1 West. 100 K. W. dynamo; 3 boilers of 125 H. P. each; 2 boilers of 150 H. P. each; 2 West. engine, 500 H. P.

OFFICERS.—Pres. & Gen. Man. L. W. Reynolds, V. Pres. D. N. De Tar, Sec. S. T. Stanfield, Treas. City Bank of Boone, Supt. & Elecn. F. H. Richardson, Ch. Engr. John May.

GENERAL OFFICE, Boone, Ia.

Date of information, Jan., 1900. z

Boone Suburban Railway Co.—This road runs from Court House in Boone to the mining district on Des Moines River and is owned personally by L. W. Reynolds. No stock or bonds have been issued and is clear of all incumbrances. Began operation Sept. 1, 1899. Estimated earnings $9,000 with the ultimate expectation of extensively handling coal and earning $25,000 annually.

PLANT AND EQUIPMENT—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 45 lb. steel rail; 2 motor cars, West generator.

GENERAL OFFICE, Boone, Ia.

Date of information Jan., 1900. z

BOSTON, MASS.

The population of Boston proper in 1880 was 362,839, and in 1890, 448,477. The population of twenty-six cities, townships and villages in the immediate neighborhood of Boston in 1880 was 272,878, and in 1890, 400,263. The total population of the city and suburbs in 1898 was approximately 900,000.

Boston Elevated Railway Co. — Chartered 1894 (charter amended June 19, 1897), for the purpose of building an elevated railway, leasing and operating surface lines, and furnishing rapid transit to the City of Boston. The company operates under lease the property of the West End Street Railway Co., to which is leased the Subway, built by the City of Boston within its "congested district." For terms of leases see West End Street Ry. Co.

Construction of an elevated railway to be operated in connection with the Subway and with the company's surface lines is now well advanced.

Capital Stock, authorized, $10,000,000; paid in, but not issued, $5,000,000; par value, $100 per share; $25 per share called for Feb. 16 and $25 for April 16, 1900.

Funded Debt.—The company has no direct funded indebtedness. The funded indebtedness of the West End Street Ry. Co., interest on which forms part of the rental of the latter, is $10,945,000. For details see West End Street Ry. Co.

Operation.—The following is the operating report of the West End Street Ry. Co. for the years ending Sept. 30, 1895–1897, inclusive, and of the Boston Elevated Ry. Co., for the years ending Sept. 30, 1898–1899.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Rects. pass'rs	$7,624,277	$8,198,914	$8,536,286	$8,967,588	$9,449,929
" other...	121,894	143,044	182,746	289,666	306,208
" total....	7,746,171	8,341,958	8,719,032	9,257,254	9,756,137
Op. exp.....	5,633,163	6,334,619	6,213,709	6,566,584	6,827,151
Earn's op'n...	2,113,008	2,007,339	2,505,323	2,690,670	2,928,986

Deductions year ending Sept. 30,	1898.	1899.
Rental		
Interest on bonds W. E. Ry.....	498,600	495,725
Divid'ds pref'd st'k "	512,000	512,000
" com'n st'k "	635,950	635,950
" Somerville Horse Ry. Co.....		9,180
Taxes and rentals.....	445,040	*757,995
Subway rental.....	106,135	204,538
Total.....	2,197,725	2,615,388
Taxes.....	166,367	
Net income.....	326,577	313,598
†Int.pd.hold'rs of B.E.recp.2¼ p.c.on acct.pd.in.	112,500	262,500
To surplus account.....	214,077	51,098
Total surplus account.....		265,175

*West End St. Ry. taxes $500,575. Boston Elevated Ry. taxes $172,795, compensation taxes $84,625.

†5¼ p. c. on $5,000,000.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Gen'l exp....$	594,017	$ 469,706	$ 500,874	$ 790,323	$ 835,000
Maint.track..	692,051	938,748	831,412	1,150,728	1,309,198
" bldgs..	50,989	98,223	98,519		
" cars,etc	623,450	716,125	421,328		
" horseeq.	119,720	34,595	15,100	624,542	602,521
" elec. eq.	470,005	665,034	511,185		
R'd &snow ex.	144,792	146,821	210,465		
Transp. exp..	2,698,140	2,945,367	3,133,041	4,000,990	4,080,432
Inj. and dam.	240,000	320,000	491,786		
Total ....$	5,633,163	$6,334,619	$6,213,709	$6,566,584	$6,827,151

STATISTICS OF OPERATION.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Round trips.....	2,822,142	2,970,651	3,156,424	3,177,701
Revenue miles, elec.	25,300,918	29,450,978	31,933,624	34,542,520
" " horse	540,989	335,958	275,526	51,704
U. S. mail cars...		166,655	170,295	174,294
Revenue miles total	25,841,907	29,953,591	32,379,445	34,768,518
Total passengers carried.....	166,862,288	172,554,513	181,321,295	191,023,224
Transfer passengers carried.....				42,113,715
Pass. rects.,elec....	$8,077,059	$8,470,646	$8,911,081	$9,443,779
" " horse.	121,855	65,639	56,506	6,150
Rect. from mail cars			20,097	20,046
" total.....	8,198,914	8,536,285	8,987,684	9,469,975
Aver. rects. per pass	.04914	.04947	.04945	.04947

Balance Sheet.—Dated Sept. 30,

ASSETS.	1898.	1899.
Cost of road.....	$	$ 686,326
Land and buildings		738,610
Cash on hand and in bank.....	5,532,445	3,599,160
Bills and accounts receivable.....	107,130	83.239
Stocks and bonds.....	205,445	212,011
Construction.....	107,631	
Bonds deposited with Commonwealth of Mass..	300,000	500,000
Materials and supplies.....	233,949	232,626
Somerville Horse R. R. Co.....	102,851	102,851
West End Street Ry. Co., open accounts.....	423.730	654,264
" " " " property "	1,385,467	2,101,081
" " " " bond "	20,000	127,500
Total.....	$8,418,648	$9,037,668

LIABILITIES.		
Common stock (paid in but not issued).....	$5,000,000	$5,000,000
Audited vouchers and accounts.....	253,232	192,971
Salaries and wages.....	98,273	114,322
Dividends West End St.Ry.Co., (not called for)	9,628	7,612
Matured interest, coupons unpaid.....	32,607	36,662
Rentals unpaid.....	317,975	317,975
Bond redemption deposit, uncalled for.....	1,000	
Outstanding tickets and checks.....	18,530	19,971
Interest accrued and not yet due.....	128,042	128,042
Taxes accrued and not yet due.....	553,938	751,929
Rentals accrued and not yet due.....	131,825	131,825
West End Street Ry. Co., lease account.....	1,362,023	1,227,208
West End Street Ry. Co. special bond account.		73,754
Damage fund.....	297,497	410,222
Insurance fund.....		120,000
Depreciation fund.....		240,000
Profit and loss (surplus).....	214,077	265,175
Total.....	$8,418,648	$9,037,668

Plant and Equipment.

The following is the track mileage of the Boston Elevated Ry. Co. on Sept. 30, 1898-99, and of the West End Street Ry. Co. on Sept. 30, 1895–6–7:

Sept. 30—	1895.	1896.	1897.	1898.	1899.
Main line.....	149.733	153.885	154.918	158.992	165.554
Second track.....	95.697	108.561	113.566	121.167	134.739
Sidings, etc.....	7.503	7.400	7.826	6.954	37.380
Car houses and yards...	21.893	25.715	28.152	28.937	
Total.....	274.826	295.561	304.462	316,050	337.673
Miles built with heavy girder rail.....	152.68	196.06	223.54	243.370	276.040
Miles compl't'ly equipped electric system.....	248.145	279.056	293.54	306.024	327.133
Miles partially equipped	9.409	5.750	2.798	2.333	3.908
Miles built in the Subway				5.473	5.473

The following is the equipment statement of the Boston Elevated Ry. Co. on Sept. 30, 1899:

Gauge, 4 ft. 8½ in.; 50 lb. to 100 lb. girder and tram rail; 437 horses, 2,969 cars, of which 248 are horse cars and 2,710 motor cars, 11 mail cars; 3,668 motors, 315 horses, 78 horse snow plows, 166 electric snow plows, 906 miscellaneous vehicles; Allis, A. & S., McI. & S. engines, Gen. Elec. dynamos, Gen. Elec., West. and Walker motors, Jones, Newburyport, Laconia, Pullman, Brownell and own cars.

Officers.—Pres. William A. Bancroft, V. Pres. Charles S. Sergeant, Sec. John T. Burnett, Treas. William Hooper, Auditor H. L. Wilson, Gen. Solicitors, Gaston, Snow & Saltonstall, Advisory Counsel, Prentiss Cummings, Ch. of Bureau of Real Estate, Geo. C. Travis, Ch. Engr. Elevated Lines, Geo. A. Kimball, Pur. Agt. H. F. Woods.

Directors.—Frederick H. Ayer, William A. Bancroft, Samuel Carr, T. Jefferson Coolidge, Jr., N. W. Rice, W. S. Swan, Wm. S. Spaulding, William A. Gaston, F. H. Peabody, James M. Prendergrast, Jacob C. Rogers, Robert Winsor.

General Office, 101 Milk St., Boston, Mass.

References.—Capital stock, Vol. XIII, Sept., '97, p. 574; election of directors, Vol. XIV, Feb., '98, p. 105; general situation, Vol. XIV, May, '98, p. 268; cost of electric power gen., Vol. XIV, Sept., '98, p.

Please note date of information at end of each report.

492; description of road, Vol. XIV, Sept., '98, p. 501 (ill.); annual report, Vol. XV, Feb., '99, p. 105; traffic conditions, Vol. XV, Mar., '99. p. 158 (ill.); installation work, Vol. XV, Dec. '99, p. 863 (ill.).

Date of information, Feb., 1900. b c z

For map of system, see inset between pages 28 and 29.

West End Street Railway Co.—Chartered Feb. 1, 1887. Annual meeting in Nov. This is a consolidation of the following companies:

Metropolitan R. R. Co.
Boston Consolidated Street Ry. Co.,
  Highland Street Ry. Co.
  Middlesex R. R. Co.
South Boston R. R. Co.
Cambridge R. R. Co.
  Charles River Street Ry. Co.
  Arlington Horse R. R. Co.
Suburban Street Ry. Co.

Leased, on Dec. 30, 1897, to the Boston Elevated Ry. Co. for 24 years, 8 months and 9 days from Oct. 1, 1897, at a rental of 7 per cent. per annum on its common and 8 per cent. on its preferred stock, in addition to rentals, interests, etc.

In Dec., 1896, the West End Street Ry. Co. leased from the city of Boston the right to use the subway for 4⅞ p. c. of net cost of the subway, this cost not to exceed $7,000,000. This lease has been assumed by the Boston Elevated Ry. Co.

Capital Stock.—Common stock, authorized, $10,000,000, issued, $9,085,000; par value, $50 per share.

8 p. c. preferred stock, authorized and issued $6,400,000; par value, $50 per share.

Funded Debt.—$10,945,000, as follows:

Debenture 5 p. c. gold coupon bonds, $3,000,000; dated Nov. 1, 1892, due 1902; denom. $1,000; int. payable May and Nov., at office of American Loan & Trust Co., of Boston.

Debenture 4½ p. c. gold coupon bonds, authorized and issued, $2,000,000; dated Mar. 1, 1894, due 1914; denom., $1,000; int. payable Mar. and Sept., at office of American Loan & Trust Co., of Boston.

Debenture 4 p. c. gold coupon bonds, authorized and issued, $815,000; dated 1896, due 1916; denom. $1,000; int. payable May 1 and Nov. 1, at office of American Loan & Trust Co., of Boston.

4 p. c. gold coupon bonds, authorized and issued, $2,700,000; dated Feb, 1, 1897, due 1917; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston.

Assumed mortgage obligations of constituent corporations:

Bonds	Metropolitan R. R.	due in	1903, 5	per cent.	$500,000
"	Middlesex R. R.	"	1904, 5	"	200,000
"	Highland St. Ry.	"	1898, 6	"	100,000
"	Highland St. Ry.	"	1902, 5	"	300,000
"	Boston Con. St. Ry.	"	1907, 5	"	500,000
"	So. Boston H. Ry.	"	1905, 5	"	200,000
"	Cambridge R. R.	"	1903, 5	"	480,000
"	Cha's River St. Ry.	"	1904, 5	"	150,000

Interest on all these bonds is paid by the Boston Elevated Ry. Co.

Dividends.—On common stock, in 1888, 5 p. c.; in 1889, 10 p. c.; in 1890, 10 p. c.; in 1891, 10 p. c.; in 1892, 10 p. c.; in 1893, 9 p. c.; in 1894, 7½ p. c.; in 1895, 6½ p. c.; in 1896, 7 p. c.; in 1897, 7½ p. c., in 1898–9, 7 p. c. On preferred stock, since 1888, 8 p. c.

Dividends on common stock payable Apr. 1 and Oct. 1; on preferred stock Jan. 1 and July 1.

Leased Roads.—The company leases the properties of the Malden & Melrose R. R. Co., the Somerville Horse R. R. Co., and the Boston & Chelsea R. R. Co.

Operation.—(See Boston Elevated Ry. Co.)

Balance Sheet.—The following balance sheets of the West End Ry. Co., are given herewith for the sake of comparison. For the balance sheet, dated Sept. 30, 1898, of the Boston Elevated Ry. Co., see that company.

Assets.

CONSTRUCTION, EQUIPMENT AND REAL ESTATE.

Dated Sept. 30,	1896.	1897.	1898.	1899.
Construction	$ 6,273,571	$ 6,360,445	$ 6,184,732	$ 6,685,924
Engineering exps			175,713	175,712
Real estate	4,578,760	4,468,470		
Pwr. stations (bldgs. and equip)	3,579,830	3,782,333	10,206,087	10,778,312
Elec. car houses and sh'ps (b'd's & equip)	1 982,958	2,098,459		
Elec. line equipment	1,836,896	1,974,951	1,974,951	2,161,129
Cars	5,469,445	5,763,287		
Horses	41,100	36,525	6,465,077	6,909 278
General equipment	471,459	521,312		
Subway construction and equip		133,131	133,131	292,275
Total	$24,234,019	$25,138,913	$25,139,691	$27,002,630

SUNDRY ITEMS.	1896.	1897.	1898.	1899.
C'h on h'd and in b'k	$ 292,386	$ 975,473	$ 1,599	$ 1,676
B. Elev. Ry. Co. spec. bond account				75,932
B. Elevated Ry. Co. lease account			1,362,023	1,227,208
C'h for div. declared	317,975	363,400		
Cash for redemption of bonds		49,050		
Material and supplies	540,226	509,566		
Accounts receivable	416,964	411,614		
Insurance	31,266	110,318		
Sundry accounts	562,792	305,075		
Total	$26,395,628	$27,863,410	$26,503,313	$28,307,446

Liabilities.

Capital stock, com.	$ 9,085,000	$ 9,085,000	$ 9,085,000	$ 9,085,000
" " pref.	6,400,000	6,400,000	6,400,000	6,400,000
Funded debt	9,005,000	10,945,000	10,945,000	10,945,000
B. E. Ry. Co. account.				*1,804,055
Notes payable	600,000			
Current bills	201,050	169,561		
Taxes (audited but not yet due)	338,996	366,692		
Unpaid wages	81,884	91,672		
Bonds uncalled for	1,050	49,050		
Coupon int. unc'ld for.	29,800	34,155		
Divd'nds uncalled for.	5,594	8,066		
O'tstg. t'k'ts and ch'ks.	16,374	17,734		
Insur. sinking fund	47,666			
Accr'd int. not yet due.	124,542	129,542		
Acrd. r'nt'ls not yet due	3,825	3,825		
" pref. div.	128,000	128,000		
Com. div. declared	317,975	363,400		
Profit and loss (sur).	9,922	71,715	73,313	73,391
Total	$26,395,628	$27,863,410	$26,503,313	$28,307,446

*This item is a liability of this company only so far as it is made such by the terms of the lease between this company and the Boston Elevated Ry. Co., and is payable only to the extent and in the manner provided in said lease.

Plant and Equipment.—(See Boston Elevated Ry. Co.)

Officers.—Pres. Samuel Little, V. Pres. G. T. W. Braman, Sec. & Treas. Parkman Dexter.

Directors.—G. T. W. Braman, Jos. B. Russell, R. M. Saltonstall, Samuel Spencer, Moses Williams, Chas. A. Williams, Samuel Little, Parkman Dexter, Alfred Winsor, C. Minot Weld, S. M. Weld, John Parkinson, William Skinner.

General Offices, 101 Milk Street.

References.—Description of road, Vol. XI, Apr., '95, p. 267 (ill.). Vol. VIII, June, '92, p. 353; description of power plant, Vol. VI, Jan.; '90, p. 2 (ill.); description of central power plant. Vol, VIII, Sept., '92, p. 516 (ill.); description of East Cambridge power plant, Vol. VIII, Oct., '92, p. 574 (ill.); increase of stock, Vol. IX, Sept., '93, p. 617; increase of bonds, Vol. X, Mar., '94, p. 213; annual report, Vol, VII, Dec. '91, p. 698; Vol. VIII, Jan., '92, p. 21; Vol. VIII, Dec., '92, p. 771; Vol. X, Jan., '94, p. 28; Vol. X, Dec., '94, p. 777; notes, Vol. VI, Aug., '90, p. 400; Vol. VII, Feb., '91, p. 91; Vol. VII, May, '91. p. 223 (ill.); Vol. VII, July, '91, p. 371; diagram, Vol. VI, Feb., '90, p. 90 (ill.); general information, Vol. VIII, Oct., '92, p. 605 (ill.); description of repair shop, Vol. XII, Feb., '96, p. 95 (ill.); description of power plant, Vol. XII, Mar., '96, p. 177 (ill.); description of car house, Vol. XII, Apr., '96, p. 249 (diagrams); description of road (brief), Vol. XII, Oct., '96, p. 606; power station capacity, Vol. XIII, July, '97, p. 429; description of power plant, Vol. XIII, Dec., '97, p. 856 (ill.); annual report, Vol. XIII, Dec., '97, p. 874; operating details, Vol. XIV, Sept., '98, p. 489; description of subway, Vol. XIV, Sept., '98, p. 493 (ill.).

Date of information, Feb., 1900. b c z

For map of system, see inset between pages 28 and 29.

Massachusetts Electric Companies.—This is not an incorporated company, but was formed in May, 1899, as a voluntary association of electric light and street railway companies, which is managed by a board of fifteen trustees, who hold the title to its assets. The Declaration of Trust strictly provides against the creation of any indebtedness for which any shareholder or officer can be held personally liable.

The following is a list of the street railway companies controlled Jan. 1, 1900. For details of operation, etc., see the reports of the individual companies located under the name of the town or city in which their principal office is located.

Beverly and Danvers.
Boston, Milton & Brockton.
Braintree.
Brockton, Bridgewater & Taunton
Brockton.
Brockton & East Bridgewater.
Dighton, Somerset & Swansea.
Globe (Fall River, Mass).
Gloucester.
Gloucester, Essex & Beverly.
Gloucester & Rockport.
Lowell, Lawrence & Haverhill.
Lowell & Suburban.
Lynn & Boston.
Mystic Valley (Stoneham, Mass.).
Nashua (Nashua, N. H.).
Needham & Boston.
Newport (Newport, R. I.).
Newport & Fall River (Newport, R. I.).
Norfolk Central (Dedham, Mass.).
Norfolk Suburban (Hyde Park, Mass.).
North Woburn.
Providence & Taunton (Providence, R. I.).
Quincy & Boston.
Reading & Lowell (Lowell, Mass).
Rockport.
Salem & Wakefield.
Taunton.
Taunton & Brockton.
Wakefield & Stoneham.
West Roxbury & Roslindale.
Woburn & Reading.

Consolidations of the above properties are being effected as rapidly as possible under the laws of the State of Massachusetts, and by permission of the Railroad Commissioners, and it is expected to eventually bring the entire system within the control of not more than two or three operating companies.

These companies cover the major part of street railway mileage in eastern Massachusetts, extending northerly to Nashua, N. H., Newburyport and Gloucester, and southerly to Newport and Providence, R. I, making direct connections with the street railway system of Boston and vicinity. It is understood that the majority, and in most instances practically all, of the stock of the companies mentioned above is held by the trustees. Several electric lighting companies in this section are also included in the consolidation.

Capital Stock.—Common, authorized and issued, $12,000,000; par value, $100 per share.

Preferred, authorized and issued, $12,000,000; 4 p. c. cumulative; par value, $100 per share.

Note —The capitalization of the Massachusetts Electric Companies is represented by certificates (common and preferred) which give the owners a proportionate interest in the shares held by its trustees. Nearly all of the capital stock of the constituent companies, amounting approximately to $9,155,000 is represented by this capitalization, and the latter is also large enough to take care of extensions, improvements, floating debts, etc., for the separate companies.

Funded Debt.—The Massachusetts Electric Companies has no funded indebtedness. The funded indebtedness of the separate corporations controlled by it amounts in total to $10,910,000, in addition to their floating debts.

Operation.—The combined reports of the 30 separate operating street railway companies (excluding lighting companies) controlled by the Massachusetts Electric Companies for the year ending Sept. 30, 1899, total as follows:

Receipts from passengers	$4,437,509
" " other sources	104,240
" total	4,541,749
Operating expenses	2,743,114
Earnings from operation	1,798,635
Deductions from earnings.	
Interest	745,431
Taxes	213,632
Other deductions	243,923
Net income	*595,649
Dividends (paid by 16 companies)	392,945
Surplus	202,704

*After paying deficits amounting to $32,194 of 7 companies.

Plant and Equipment.—Controlled miles of track, 648; gauge, 4 ft. 8½ in.; 1,426 motor cars; 18 power stations, with an aggregate of 28,500 H. P.

Officers.—Pres. Amos F. Breed, V. Pres. Charles E. Cotting, Sec. Everett W. Burdette, Treas. J. H. Goodspeed, Gen. Man. Patrick F. Sullivan.

Executive Committee.—Gordon Abbott, Charles F. Adams 2d, E. N. Foss. Percy Parker, Philip L. Saltonstall.

General Office, 15 Kirby street, Boston, Mass.

Date of information, Jan., 1900. x

Lynn & Boston Railroad Co.—Chartered Apr. 6, 1859. Annual meeting second Wednesday in Nov. In 1892 the Naumkeag Street Ry. Co., of Salem, the Lynn Belt Line Street Ry. of Lynn, and the Essex Electric Street Ry. Co., of Salem were consolidated with this company, the capital stock of which is now controlled by the Massachusetts Electric Companies.

The company's lines are situated in the cities of Boston, Lynn, Everett, Chelsea, Woburn, Malden, Salem, Beverly and the towns of Marblehead, Swampscott, Danvers, Hamilton, Revere, Stoneham, Saugus, Wenham, Melrose, Peabody. The total population served (exclusive of Boston) is approximately 275,000.

Capital Stock, authorized and issued, $1,266,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,379,000, issued, $3,723,000, in escrow (see Note), $1,656,000; coupon, but may be registered; dated Dec. 1, 1894, due 1924; denom. $1,000; int. payable June and Dec., at office of the Old Colony Trust Co., of Boston, trustee of mortgage.

6 p. c. gold coupon notes, authorized, $1,250,000, issued, $320,000, in escrow (see Note), $930,000; dated Apr. 1, 1897, due 1917; int. payable Apr. and Oct. These notes are shortly to be retired.

LYNN & BOSTON R. R. Co.

First mortgage 6 p. c. bonds, $9,500; dated May 15, 1880, due 1900. Cash was deposited with the Old Colony Trust Co. to meet the principal and interest of the bonds, and the mortgage has been discharged.

5 p. c. debenture bonds, $100,000; dated May 15, 1884, due 1900.
5 p. c. debenture bonds, $50,000; dated May 15, 1885, due 1900.
5 p. c. debenture bonds, $100,000; dated Apr. 1, 1887, due 1907.
5 p. c. debenture bonds, $186,000; dated Mar. 1, 1892, due 1912.

NAUMKEAG STREET RY. CO.

First mortgage 5 p. c. bonds, $1,500; dated May 1, 1885, due 1900.

First mortgage 5 p. c. bonds, $215,000; dated June 1, 1886, due 1906; trustees of mortgage, Rufus H. Brown, et. al.

5 p. c. debenture bonds, $49,000; dated Apr. 1, 1887, due 1907.

First consolidated mortgage 5 p. c. bonds, $711,000; dated July 1, 1890, due 1910; trustee of mortgage, Manhattan Trust Co., of New York.

6 p. c. debenture bonds, $24,000; dated Sept. 1, 1890, due 1910.
6 p. c. debenture bonds, $10,000; dated July 1, 1891, due 1911.

LYNN BELT LINE STREET RY. CO.

First mortgage 5 p. c. bonds, $100,000; dated May 1, 1890, due 1910; trustee of mortgage, American Loan & Trust Co., of Boston

ESSEX ELECTRIC STREET RY. CO.

First mortgage 6 p. c. bonds, $100,000; dated Jan. 1, 1891, due 1911; trustee of mortgage, Old Colony Trust Co., of Boston.

Note.—The amount of first mortgage bonds authorized by law and by vote of the stockholders is $5,500,000. The amount authorized by the Board of Railroad Commissioners and by the Board of Directors of the company is, as stated, $5,379,000.

The first mortgage bonds are a first lien upon all the property of the consolidated company except that formerly owned by the Lynn Belt Line Street Ry. Co., the Essex Electric Street Ry. Co. and the Naumkeag Street Ry. Co., which were mortgaged by the three companies, respectively, prior to the acquisition thereof by the company. Provision is made in the first mortgage for retiring, by exchange of bonds or otherwise, all the bonds secured by said mortgages.

$1,656,000 of the first mortgage bonds are held in escrow to retire the outstanding bonds of the four constituent companies.

$930,000 of the 6 p. c. coupon notes are held in escrow for fulfilment of contract of Apr. 15, 1897, and for further improvements, etc.

Dividends.—In 1887-8, 8 p. c. on $300,000; in 1889-90, 8 p. c. on $400,000; in 1891, 8 p. c. on $500,000; in 1892, 4 p. c. on $600,000, and 4 p. c. on $700,000; in 1893-4-5, 8 p. c. on $1,000,000; on Mar., 31, 1896, 4 p. c. on $1,100,000, on Sept. 30, 4 p. c. on $1,220,800; in 1897, 4 p. c. on $1,220,800, and 4 p. c. on $1,266,000, in 1898, 8 p. c.

Leased Roads.—The company operates the property of the East Middlesex Street Ry. Co. under a 99 year lease, from May 1, 1893, the property of the Winnisimmet R. R. Co. under a 999 year lease, dated 1880, the property of the Boston & Chelsea R. R. Co. under a 99 year lease, dated 1880, and the property of the Boston & Revere Electric Street Ry. Co., under a 99 year lease, dated 1895.

Operation.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from pass	$1,364,804	$1,408,993	$1,425,211	$1,484,251	$1,563,469
" other sources	16,585	16,929	6,725	6,060	6,708
" total	1,381,389	1,425,922	1,431,936	1,490,311	1,570,177
Operating exp.	784,392	838,329	818,626	855,790	858,782
E'rn'gs from op.	596,997	587,593	613,310	634,521	711,395
Deductions from earnings.					
Int. funded & fl't'g debt.	282,983	287,315	292,697	304,346	308,519
Taxes	24,869	23,034	25,824	27,690	65,339
Rentals	83,829	91,537	96,495	98,018	126,187
Other deduc.					105,000
Net income	205,316	185,707	198,294	204,467	106,350
Ex'ord'y deduct'ns from inc'me.	111,982	86,302	94,604	96,906	
Div. paid, 8 p.c.	80,000	92,832	99,472	101,280	101,280
To surplus acct.	13,334	6,573	4,218	6,281	5,070
Total surp. acct.	89,221	89,180	91,150	96,665	101,299
P. c. op. exp. to total receipts	56.8	58.8	57.2	57.4	54.7

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$ 94,103	$ 76,344	$ 82,769	$ 69,387
Maintenance of roadway and buildings	100,147	117,700	129,931	135,178
" " equipment	123,589	108,394	116,418	116,743
Transportation expenses	520,490	516,188	526,672	537,474
Total	$838,329	$818,626	$855,790	$858,782

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Pass'g carried	26,791,811	27,386,847	29,063,234	30,287,399
Car miles run	5,379,210	5,480,489	5,800,287	6,032,174
Total rec'ts per car mile	$.265	$.261	$.257	$.260
Oper. exps. per car mile	.156	.149	.148	.142

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Roadbed	$3,395,033	$3,522,708	$3,670,969	$4,432,260
Electric line construction	360,510	371,553	379,389	
Intst. during construction	93,539	93,539	93,539	
Other construction exps	201,987	202,811	202,818	1,446,087
Rolling stock	395,351	398,569	418,965	
Electric motor equipment	848,000	862,459	884,846	
Horses	3,700	1,900	1,700	
Other equipment	86,613	86,843	87,127	
Real estate	467,617	458,817	458,817	458,817
Power stations and equip.	922,357	926,845	964,777	984,072
Cash	56,109	173,673	47,300	65,793
Bills and accts. rec.	8,463	52,431	97,026	177,962
Materials and supplies	92,996	64,992	63,394	145,574
Unexp. ins. prem.	11,875			7,920
Reconstn. and betterments	39,587	93,663	55,909	85,591
Boston & Revere Electric St. Ry. bonds redeemed	2,000	4,000	6,000	8,500
Prepaid accounts		11,703	13,940	25,923
Total	$6,985,737	$7,326,506	$7,446,516	$7,838,499

LIABILITIES.

Capital stock	$1,220,800	$1,266,000	$1,266,000	$1,266,000
Funded debt	5,379,000	5,699,000	5,699,000	6,009,000
Vouchers payable	97,520	79,373	43,307	124,695
Bills payable			148,295	35,000
Wages payable	17,914	16,511	17,116	19,169
Unpaid coupons	10,692	18,238	19,878	27,525
Rentals	3,805	3,805	3,825	3,815
Outstanding tickets	4,114	4,457	3,763	4,218
Employes' deposits	16,960	13,755	5,405	5,410
Accrued interest	82,202	82,206	82,207	82,228
" taxes	26,716	24,147	25,325	68,930
" rentals	29,140	25,615	28,098	90,263
Accident fund	7,634	2,249	7,632	
Supply accounts				947
Profit and loss (surplus)	89,180	91,150	96,665	101,299
Total	$6,985,737	$7 326,506	$7,446,516	$7,838,499

CONTINGENT LIABILITIES.

	1897.	1898.
Commission on sale of L. & B. bonds, payable from future net earnings	$112,100	$ 77,000

Plant and Equipment.

	1898.			1899.		
	Owned.	Leased.	Trac'ge.	Owned.	Leased.	Trac'ge.
Miles of main line	103.085	20.931	1.744	103.085	20.931	1.744
Miles of second track	18.628	7.700	1.744	18.628	7.700	1.744
Miles of sid'gs	7.337	2.665		7.477	2.665	
Miles of track total	129.050	31.296	3.488	129.190	31.296	3.488

	1896.	1897.	1898.	1899.
Miles of track operated by elec	152.924	162.859	163.834	163,974

Gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. tram, T and girder rail; 617 cars, of which 537 are motor cars and 80 trail cars, 763 motors, 77 snow plows, 1 band car, 36 cart and snow sleds; 5,425 H. P. engines, 6,045 H. P. dynamos, Gen. Elec. dynamos and motors.

Officers.—Pres. Amos. F. Breed, V. Pres. & Gen. Man. E. C. Foster, Sec. & Treas. Chas. Williams, Audr. M. R. Johnson, Gen. Supt. F. C. Wilkinson, Supt. Salem Div. H. C. Page, Elec. Engr. Wm. Pestell, Engr. Chelsea Div. John Nevins, Engr. Lynn Div. E. E. Wing, Engr. Salem Div. J. P. Perkins.

Directors.—Amos F. Breed, John S. Bartlett, Chas. H. Newhall, Elwin C. Foster, Lynn; H. P. Moulton, Salem; John H. Cunningham Bentley W. Warren, J. H. Goodspeed, P. F. Sullivan.

General Office, 333 Union Street, Lynn.

References.—Description of road, Vol. XI, Apr., '95, p. 226 (ill.); description of Salem power plant, Vol. X, Jan., '94, p. 10 (ill.); increase of bonds, Vol. XI, Jan., '95, p. 95; annual report, Vol. VIII, Jan., '92, p. 22; Vol. X, Jan., '94, p. 78; notes, Vol. VII, Feb., '91, p. 91; Lynn Belt Line St. Ry. Co., Vol. VIII, Sept., '92, p. 483; annual report, Vol. XIV, Jan., '98, p. 52.

Date of information, Feb., 1900. b c z

Norfolk Suburban Street Railway Co.—It is stated that this company is to be consolidated with the West Roxbury & Roslindale St. Ry. Co., of West Roxbury. The capital stock of this company is now controlled by the Massachusetts Electric Companies.

Capital Stock authorized and issued, $187,500; par value, $100 per share.

Funded Debt, 5 p. c. mortgage bonds, $75,000; due July 2, 1914.

Operation.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$57,986	$94,711	$97,896	$98,998	$100,523
" other sources	128	256	263	392	398
" total	58,114	94,967	98,159	99,390	100,921
Operating expenses	36,272	65,396	73,401	76,549	71,105
Earnings from operation	21,842	29,571	24,758	22,841	29,816
Deductions from earnings.					
Interest on funded debt	5,213	5,042	3,992	3,750	3,750
Taxes	925	1,171	2,670	3,266	5,914
Other deductions	8,000	4,600	4,800		2,000
Net income	7,704	18,758	13,296	15,825	18,152
Dividends paid	4,500	10,313	13,125	13,125	15,000
To surplus account	3,204	8,445	171	2,700	3,152
Total surplus account	7,805	11,250	11,421	14,121	14,768
Per cent. dividends paid	6	6½	7	7	8

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 5,319	$10,931	$10,603	$ 6,127	$ 6,548
Main. of way and buildings	4,050	9,002	13,272	15,243	9,258
" " equipment	1,929	4,474	6,127	12,958	6,539
Transportation expenses	24,974	40,989	43,399	42,221	48,760
Total	$36,272	$65,396	$73,401	$76,549	$71,105

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	2,077,947	1,955,119	1,972 521	2,052,597
Car miles run	382,962	416,535	423,986	434,607
Total receipts per car mile	$.248	$.236	$.234	$.232
Op. exp. per car mile	.171	.176	.180	.163

Balance Sheet.—Dated Sept 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and overhead construction	$157,290	$203,618	$203,654	$203,654	$215,385
" equipment	43,837	59,306	59,612	59,612	61,975
Land and buildings	22,666	12,411	12,505	13,941	13,958
Cash and current assets	7,222	1,974	4,902	8,961	2,711
Other assets	3,252	17,533	13,259	9,925	5,249
Total	$234,266	$294,842	$293,931	$296,093	$299,278

LIABILITIES.

Capital stock	$125,000	$187,500	$187,500	$187,500	$187,500
Funded debt	75,000	75,000	75,000	75,000	75,000
Loans and bills payable	17,477	2,555	1,673	1,407	7,378
Interest	985	937	937	937	
Special charges	8,000		17,400		
Account		5,055			
Renewal account		8,000			7,484
Insurance fund		1,600			3,950
Sewer fund		3,000			2,260
Other liabilities				17,127	938
Profit and loss (surplus)	7,805	11,250	11,421	14,122	14,768
Total	$234,266	$294,842	$293,931	$296,093	$299,278

Plant and Equipment.—Miles of track (electric), 12.34; gauge, 4 ft. 8½ in.; 50 lb. T and 94 lb. girder rail; 33 motor cars; Gen. Elec. and West. dynamos and motors, Morse and other cars.

Officers.—Pres. Jas. D. McAvoy, Sec. Fredk. H. Smith, Treas. Alonzo F. Walter, Supt. W. A. Tucker, Gen. Man. John R. Graham.

Directors.—G. L. Stone, Brookline, Mass.; Jas. D. McAvoy, E. N. Foss, Patrick F. Sullivan, Jos. H. Goodspeed, Fredk. H. Smith, Jno. R. Graham.

General Office, Quincy, Mass. Treasurer's office, 87 Milk St., Boston, Mass.

References.—Operating detail, Vol. XIV, Sept., '98, p. 489; operating detail, Vol. XIV, Sept., '98, p. 485.

Date of information, Dec., 1899. b

Please note date of information at end of each report.

West Roxbury & Roslindale Street Railway Co.—This company commenced operation on Sept. 17, 1896. In Feb., 1900, this company absorbed the Norfolk Central of Dedham, the Norfolk Suburban of Hyde Park, and the Needham & Boston St. Ry. Co. of Quincy. The capital stock of this company is now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $200,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated Sept. 1, 1896, due 1916; denom. $500; int. payable at office of International Trust Co., of Boston, trustee of mortgage.

Note.—First mortgage bonds may be redeemed at 103 after Sept. 1, 1901.

Operation.—Year ending Sept. 30,	1897.	1898.	1899.
Receipts from passengers	$50,785	$67,189	$79,063
" " other sources	156	249	283
" total	50,940	67,438	79,346
Operating expenses	35,024	44,261	53,931
Earnings from operation	15,916	23,177	25,415
Deductions from earnings.			
Interest on funded debt	4,275	5,000	7,500
" " floating debt	2,835	6,434	5,411
Taxes	625	2,239	3,860
Net income	8,181	9,504	8,644
Dividends paid			6,750
To surplus account			1,894
Total surplus	8,377	11,015	9,417

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$ 6,669	$ 8,910	$ 9,016
Maintenance of way and structures	1,582	2,847	3,997
" " equipment	1,044	1,715	3,157
Transportation expenses	25,729	30,789	37,761
Total	$35,024	$44,261	$53,931

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	1,045,088	1,460,920	1,579,052
Car miles run	285,534	323,023	383,884
Total receipts per car mile	$.178	$.208	$.206
Operating expenses per car mile	.123	.137	.140

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$222,357	$257,320	$300,150	$439,657
" equipment	27,327	32,046	36,779	52,128
Other permanent investments	27,576	30,884	31,391	24,487
Cash and current assets	2,066	4,915	7,309	23,905
Other assets	487	18,884	20,965	1,308
Total	$279,814	$344,049	$396,594	$541,485
LIABILITIES.				
Capital stock	$100,000	$150,000	$150,000	$200,000
Funded debt		100,000	100,000	150,000
Scrip	1,760			
Loans and bills payable	177,698	84,934	134,710	182,068
Accrued liabilities		738	869	
Profit and loss (surplus)	356	8,377	11,015	9,417
Total	$279,814	$344,049	$396,594	$541,485

Plant and Equipment.—Miles of track (electric), 15.5; 28 motor cars; Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. Jno. R. Graham, Sec. Fredk. H. Smith, Treas. Alonzo F. Walter, Supt. Geo. W. Round.

Directors.—Patrick F. Sullivan, Jos. H. Goodspeed, Eugene N. Foss, Jno. R. Graham, Fredk. H. Smith, R. W. Emmons, Jr., Philip L. Saltonstall.

Treasurer's Office, 417 John Hancock Bldg., Boston, Mass.

Reference—Operating detail, Vol. XIV, Sept., '98, p. 485; operating detail, Vol. XIV, Sept. '98, p. 489.

Date of information, Dec., 1899. b

Blue Hill Street Railway Co.—Chartered July 21, 1899. This road is now under construction.

Capital Stock, authorized, $150,000, issued, $75,000; par value, $100 per share.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars; rent power.

Officers.—Pres. Charles H. French, V. Pres. W. C. Forbes, Sec. E. Wadsworth, Treas. Edmund J. B. Huntoon, Gen. Managers Stone & Webster, Supt. Wm. O. Chapman.

Directors.—Charles H. French, W. C. Forbes, W. O. Chapman, E. J. B. Huntoon, C. A. Stone. Edwin S. Webster, Wm. E. C. Swan.

General Office, 4 Post Office Square, Boston, Mass.

Date of information, Mar., 1900. b c x

Lexington & Boston Street Railway Co.—This road is now under construction, and is to be placed in operation in Apr., 1900.

Capital Stock, authorized and issued, $250,000.

Plant and Equipment.—Miles of track (electric), 25; 9 in. girder and 60 lb. T. rail; 27 motor cars; 2-350 K. W. Gen. Elec. generators, 900 H. P. station plant, Thayer & Co. 600 H. P. boilers, Gen. Elec. motors, Wason cars, Bemis trucks.

Officers.—Pres. A. Peirce, V. Pres O. M. Gove, Sec. G. W. Morse, Treas. Chas. W. Smith, Gen. Man. Horace B. Parker, Supt. Wm. H. Greene.

Directors.—A. Peirce, L. Saville, Lexington; O. M. Gove, E. P. Smith, Waltham; C. W. Smith, S. Harwood, A. E. Viles, Boston; G. W. Morse, Newtonville; Jno. H. Foster, Billerica.

General Office, 53 Tremont St., Boston, Mass.

Date of information, Feb., 1900. b c x

BOWLING GREEN, KY.

Population in 1880, 5,114, in 1890, 7,803, in 1896 (local estimates), 12,000.

Bowling Green Railway Co.—Chartered July, 1898, as the successor to the Park City Railway Co., whose property was sold at foreclosure sale on Feb. 28, 1898.

CAPITAL STOCK issued, $40,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p.c. gold bonds, issued, $20,000: dated 1898, due 1915; int. payable at office of Fidelity Trust & Safety Vault Co., of Louisville, Ky., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in. 50 lb. T rail; 13 cars, of which 6 are motor cars and 7 trail cars, 1 freight motor car, 3 freight trail cars, 250 H. P. station plant; West. dynamos; Card motors, Laclede and Brownell cars.

OFFICERS.—Pres. J. H. Wilkerson, V. Pres. & Treas. T. S. Fitch, Man. H. D. Fitch.

Date of information, Mar, 1900. x

BOZEMAN, MONT.

Population in 1880, 894, in 1890, 2,143, in 1897 (local estimate), 3,000.

Bozeman Street Railway Co.—Municipal franchise granted Apr. 1892, for 20 years.

CAPITAL STOCK, authorized and issued, $20,000.

PLANT AND EQUIPMENT.—Miles of track (electric) 4; gauge, 4 ft. 8½ in.; 3 motor cars.

OFFICERS.—Pres. & Gen. Man. Samuel A. Mendenhall, V. Pres. Henry Elling, Sec. & Treas. George Cox, Elecn. W. W. Livingston,

DIRECTORS.—Samuel A. Mendenhall, Henry Elling, Mrs. Thomas G. Hutt, Geo. Cox, W. S. Hartman.

Date of information, Dec., 1899. z

BRADDOCK, PA.

Wilkinsburg & East Pittsburgh Railway Co.—This is the successor to the Braddock Electric Passenger Ry. Co. which was chartered June 9, 1890, and whose property was sold at receiver's sale in 1898.

CAPITAL STOCK, unknown.

FUNDED DEBT, unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.25; gauge, 5 ft. 2½ in.; 48½ lb., 80 lb. and 90 lb. Johnson girder rail; 5 motor cars; 300 H. P. station plant, Short dynamos and motors.

OFFICERS.—Owner W. L. Millon.

GENERAL OFFICE, Bell Ave., Braddock, Pa.

Date of information, May, 1899. c

BRADFORD, PA.

Population of Bradford in 1880, 9,197, in 1890, 10,524.

Bradford Electric Street Railway Co.—Chartered June 7, 1894, for 50 years. The Bradford & Kendall Passsenger Ry. Co. has been consolidated with this company.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—$35,500.

OPERATION.—Year cnding June 30.	1897.	1898.	1899.
Gross receipts	$28,268	$27,841	$27,003
Operating expenses	18,175	23,795	20,673
Earnings from operations	10,093	4,046	6,330
Deductions from earnings.			
Interest	2,250	3,750	2,987
Taxes	855	748	904
Other deductions	325	2,334	3,073
Net income	6,663	*2,786	*634
Dividends paid	4,000	4,000	
Surplus account	2,663	4,123	*4,757

*Deficit.

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.
Cost of road and equip	$171,080	$189,708	$217,273
Cash on hand	2,870	1,983	69,444
Bills receivable	2	132	
Sundries	191	410	124
Profit and loss (deficit)		4,123	4,757
Total	$174,144	$196,356	$291,598
LIABILITIES.			
Capital stock	$100,000	$100,000	$100,000
Funded debt	50,000	50,000	35,500
Accrued interest	750	750	460
Loans	11,173	45,306	153,635
Accounts payable	9,558	300	2,003
Profit and loss (surplus)	2,663		
Total	$174,144	$196,356	291,598

PLANT AND EQUIPMENT.—Miles of track (electric), 5.2; gauge, 4 ft. 8½ in.; 48 lb. T rail; 8 motor cars; Ball engines, Gen. Elec. dynamos and motors, Wason and Massachusetts cars.

OFFICERS.—Pres. F. W. Davis, V. Pres. & Gen. Man. Chas. A. Richardson, Sec. & Treas. C. E. Hudson, Supt. George Fisher.

DIRECTORS.—Chas. E. Hudson, Geo. E. Rogers, Frank E. Lone, Chas. E. Barnes, Chas. A. Richardson, W. B. Ferguson, C. C. Merlin, W. R. Weaver, L. E. Hamsler, F. W. Davis.

GENERAL OFFICE, Congress St., Bradford, Pa.

Date of information, Dec., 1899. b

Olean, Rock City & Bradford Railroad Co.—This company is a consolidation of two companies of the same name, one company having been formed under New York laws, Feb. 26, 1897, and one company under Pennsylvania laws, date of merger May 22, 1897.

CAPITAL STOCK.—$210,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $150,000, and issued, $6,500; dated July 15, 1897, due 1917; denom. $100 and $500; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending June 30,	1898.	1899.
Gross earnings	$25,826	$33,172
Operating expenses	24,824	26,370
Earnings from operation	1,002	6,802
Deductions from earnings.		
Interest	8,680	12,873
Taxes	546	1,062
Deficit	8,224	7,133
Total deficit		15,357

STATISTICS OF TRAFFIC.

Year ending June 30,1898.

Passengers carried	483,429
Car miles run	144,240
Total receipts per car mile	$.179
Operating expenses per car mile	.172

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road	$282,078	$283,943
Cost of equipment	110,945	119,774
Cash	1,242	250
Bills & accounts receiv	2,101	4,086
Int. & ins., paid in adv	3,050	2,250
Profit and loss (deficit)	8,224	15,357
Total	$407,640	$425,660
LIABILITIES.		
Capital stock	$210,000	$210,000
Funded debt	6,500	6,500
Notes payable	191,140	209,160
Total	$407,640	$425,660

PLANT AND EQUIPMENT.—Miles of track (electric), 21; gauge, 4 ft. 8½ in.; 45 lb. T rail; 18 cars, of which 13 are motor cars and 5 trail cars.

OFFICERS.—Pres. W. B. Ferguson, Sec. George A. Butman, Treas. C. A. Richardson, Supt. George Forbes.

DIRECTORS.—George E. Rogers, C. E. Hudson, F. E. Lowe, C. A. Richardson, C. E. Barnes, George Fobes, E. B. Sage, H. L. Pierce, W. B. Furguson.

GENERAL OFFICE.—Bradford, Pa.

Date of information, Dec., 1899. b

BRAINTREE, MASS.

Population in 1880, 3,855, in 1890, 4,848.

Braintree Street Railway Co.—Chartered 1893. On May 1, 1899, this company was consolidated with the Quincy & Boston Street Ry. Co., of Quincy, Mass., the capital stock of which is now controlled by the Massachusetts Electric Companies.

Date of information, Dec., 1899. b z

Braintree & Weymouth Street Railway Co.—This company commenced operation Apr. 19, 1895. On July 15, 1899 this company was consolidated with the Bridgewater, Whitman & Rockland, the Hanover, the Hingham and the Rockland & Abington St. Ry. Cos. forming the South Shore & Boston St. Ry. Co. of Hanover.

Date of information, Oct., 1899. b

BRANTFORD, CAN.

Population in 1881, 8,107, in 1898 (local estimates), 18,500.

Brantford Street Railway Co.—This company owns Mohawk Park.

CAPITAL STOCK, $40,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in.; 40 lb. and 65 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; Wheelock engines, Gen. Elec. dynamos and motors, Patterson & Corbin and Can. Gen. Elec. Co.'s cars.

OFFICERS.—Pres. F. Nicholls, V. Pres. H. P. Dwight, Sec. W. S. Andrews, Gen. Man. & Pur. Agt. Wm. Barron, Supt. & Elecn. Jas. Steeves, Ch. Engr. of Power Station, Dave Thomas.

REFERENCES.—Description of road (brief), Vol. XI, Souv., '95, p. 48 (ill.). Pleasure park, Vol. XIII, May, '97, p. 291 (ill.).

Date of information, Feb., 1899. z

BRATTLEBORO, VT.

Population in 1880, 5,880, in 1890, 6,862.

Brattleboro Street Railroad Co.—Chartered 1888, in perpetuity. Municipal franchise granted 1895, in perpetuit. Annual meeting second Monday in Aug.

CAPITAL STOCK, authorized $75,000. issued, $55,500.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 48 lb. and 56 lb. T rail; 8 motor cars; 400 H. P. station plant, West. dynamos and motors, Wason and Jackson & Sharp cars.

OFFICERS.—Pres. E. L. Waterman, V. Pres. H. L. Emerson, Sec. and Treas. C. L. Stickney, Supt. Gen. Man. & Pur. Agt. C. K. Jones, Elecn. R. L. Whitney.

DIRECTORS.—Charles A. Smith, E. L. Waterman, S. S. Hunt, J. P. Sargent, H. L. Emerson.

GENERAL OFFICE, Pine St., Brattleboro, Vt.

Date of information, Feb., 1900. x

BRAZIL, IND.

Population in 1880, 3,441, in 1890, 5,905, in 1898 (local estimates), 10,000.

Brazil Rapid Transit Street Railway Co.—The capital stock of this company is controlled by the Terre Haute Electric Co., and the road is now a part of the Brazil extension of their line.

CAPITAL STOCK, authorized, $50,000.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 6 motor cars.

OFFICERS.—Pres. R. N. Baylies, Sec. G. Van Ginkel, Supt. Frank Eck.

Date of information, Mar., 1900. x

BRIDGEPORT, CONN.

Population in 1880, 27,643, in 1890, 48,866, in 1897 (local estimates), 60,000.

Bridgeport Traction Co.—Organized and chartered July, 1893, by special act of the Legislature. Annual meeting in June. This company is a consolidation, on July 19, 1893, of the Bridgeport Ry. Co., the East End Ry. Co. and the Bridgeport Horse Ry. Co., and owns and operates the entire street railway system of the city.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $2,000,000, of which $1,772,000 are outstanding; dated July 1, 1893, due 1923; coupon, but may be registered; denom. $1,000; int. payable Jan. and July at office of Redmond, Kerr & Co., 41 Wall St., New York; trustee of mortgage, Fidelity Safe Deposit & Trust Co.

Note.—The bonds above described are an absolute first mortgage on the company's property and franchises now owned or that may be hereafter acquired.

The bonds in the treasury may be sold for improvements and new construction, but the provisions of the mortgage and the statutes of

Connecticut require that the amount of bonds so issued shall not exceed 75 per cent. of the actual cost of such improvements or new construction, and that such actual cost shall from time to time be certified by the company's president and treasurer and by an engineer approved by the state comptroller. All the bonds are registered with the state comptroller as required by law, thus insuring compliance with these provisions.

The bonds are not subject to call before maturity.

The company owns a large amount of real estate, including one entire block in the city, on which are brick car houses and a large brick tenement house leased to employes. On the east end division the company owns another block with brick car houses, repair shops, etc.

Franchises.—The company operates under a perpetual franchise granted by the State of Connecticut, by which, with other privileges, it is exempt from all city taxation.

Operation.—Year ending Sept. 30,

	1895.	1896.	1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Receipts from pass....	$277,399	$319,175	$308,979	$239,012	$347,178
" other sources.	2,160	2,085	2,693	1,995	10,426
" total.....	279,559	321,260	311 671	241,007	357,604
Operating expenses....	174,052	170,220	171,005	124,458	192,108
Earnings from oper....	105,507	151,040	140,666	116,549	165,496
Deductions from earn'gs.					
Taxes.....	6,950	16,714	17,521	17,566	19,541
Interest on bonds.....	39,646	80,520	84,150	85,050	88,600
Net income.....	58,911	53,806	38 995	13,933	57,355
Dividends paid.....	20,000	20,000	20,000		40,000
To surplus account.....	38,911	33,806	18,995		17,355

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Passengers carried.....	6,383,503	5,922,033	4,108,260	6,943,559
Car miles run.....	1,721,147	1,805,412	1,454,638	1,911,373
Gross receipts per car mile....	$.157	$.173	$.165	$.187
Operating expen. per car mile.	.125	.095	.085	.105

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	June 30, 1898.	June 30, 1899.
Cost of road and equip..	$3,800,205	$3,836,469	$3,892,346	$3,960,831
Accounts receivable.....	1,691	1,274	40	1,755
Cash on hand.....	34,429	32,532	19,687	25,349
Total.....	$3,836,325	$3,870,275	$3,912,073	$3,987,935
LIABILITIES.				
Capital stock.....	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Funded debt.....	1,683,000	1,683,000	1,719,000	1,772,000
Bills and accounts payable	30,100	34,532	22,969	19,931
Profit July 1st to date.....	48,425	34,691		
Interest.....		21,038		
Accident fund.....		24,279	28,210	34,644
Profit and loss (surplus)..	74,802	72,739	141,894	161,360
Total.....	$3,836,325	$3,870,275	$3,912,073	$3,987,935

Plant and Equipment.—Miles of track (electric), 54.8; gauge, 4 ft. 8½ in.; 70 lb. to 90 lb. girder and T rail; 6 horses, 104 cars, of which 71 are motor cars and 16 trail cars; 7 electric snow sweepers, 2 construction cars 2 sweepers, 1 sprinkler, 28 other vehicles; Green and Watts-Campbell engines, Gen. Elec. dynamos and motors, Barney & Smith and Stephenson cars.

Officers.—Pres. & Gen. Man. A. Radel, V. Pres. H. M. Doremus (Newark, N. J.), Sec. T. L. Watson, Treas. Wm. Scheerer (Newark, N. J.), Supt. James Butler, Elecn. D. McGregor, Ch. Engr. of Power Station, Rudolph Lohr, Foreman Jas. Butler.

Directors.—U. H. McCarter, F. N. Benham, D. F. Read, Andrew Radel, H. Setzer, Jr., G. Krueger, S. W. Baldwin, H. M. Doremus, Wm. Scheerer, T.L. Watson, Robertson Ward.

General Office, Bridgeport, Conn.

References.—Description of road, Vol. X, Nov., '94, p. 730 (ill.); increase of bonds, Vol. X, June, '94, p. 410; Vol. X, Sept., '94, p. 600; opening of road, Vol. X, Sept., '94, p. 582; operating detail (brief), Vol. XII, Sept., '96, p. 545; annual report (brief), Vol. XII, Dec., '96, p. 790.

Date of information, Feb., 1900. b c z

BRIDGEPORT, O.

Population in 1880, 2,395, in 1890, 3,398.

Bellaire, Bridgeport & Martin's Ferry Street Railway Co.—The capital stock of this company is owned and the road is operated by the Wheeling Ry.Co., of Wheeling, W. Va.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $250,000; dated Oct. 1, 1893, due 1913, but subject to call on and after Oct. 1, 1908; coupon, but may be registered; denom. $1,000; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Wheeling Ry. Co., of Wheeling, W.Va.

NOTE.—$3,000 per annum must be passed to a sinking fund in 1900 and thereafter.

PLANT AND EQUIPMENT.—See Wheeling Ry. Co.

OFFICERS.—Same as Wheeling Ry. Co.

DIRECTORS.—Same as Wheeling Ry. Co.

GENERAL OFFICE, Bridgeport, O.

REFERENCES.—Description of road, Vol. IX, Nov., '93, p. 740 (ill.).

Date of information, May, 1899. z

BRIDGETON, N. J.

Population in 1880, 8,722, in 1890, 11,424, in 1895 (local estimates), 13,292.

The Bridgeton & Millville Traction Co.—This is the successor to the South Jersey Traction Co., whose property was sold under foreclosure of mortgage. In June, 1899, the capital stock of this company passed into the control of the American Railways Co., of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Receipts from passengers	$36,433	$37,123	$30,935	$32,736	36,639
" other sources...	2,378	3,128	2,365	2,319	2,541
" total.....	38,811	40,251	33.300	35,055	39,180
Operating expenses and fixed charges.....	31,998	31,286	24,156	23,787	25,944
Net income	6,813	8,965	9,144	11,268	13,236

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 24 cars, of which 17 are motor cars, 4 are trail cars and 3 freight cars; Allis and McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Brill, Jackson & Sharp, Lamokin, and St. Louis cars.

OFFICERS.—Pres. Jere J. Sullivan, V. Pres. H. J. Crowley, Sec. & Treas. C. L. S. Tingley, Gen. Man. B. F. Hires, Supt. & Ch. Engr. of Power Station C. H. Moore.

DIRECTORS.—J. J. Sullivan, H. J. Crowley, Wm. H. Shermerdine, S. W. Pettit, W. A. Logue, F. M. Riley.

GENERAL OFFICE, Cohansey St., Bridgeton, N. J.

Date of information, Mar., 1900. z

BRIDGEWATER, MASS.

Population in 1880, 3,620, in 1890, 4,249.

Bridgewater, Whitman & Rockland Street Railway Co.—Chartered in 1897. Annual meeting second Monday in October. On July 15, 1899 this company was consolidated with the Braintree & Weymouth, the Hanover, the Hingham and the Rockland & Abington St. Ry. Cos. forming the South Shore & Boston St. Ry. Co. of Hanover.

Date of information, Dec., 1899. b

BRIGANTINE BEACH, N. J.

Brigantine Transportation Co.—This is a reorganization of the Brigantine Transit Co., whose property was sold under foreclosure of mortgage on Feb. 4, 1897.

CAPITAL STOCK.—Common stock, $25,000; first preferred 5 p. c. stock, $250,000; second preferred 5 p. c. stock, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. 20 year bonds, $50,000. Second mortgage 5 p. c. bonds, $25,000.

OPERATION.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Gross receipts.....	$28,557	$ 7,595	$‡5,000	$ 9,051	$ 9,025
Op. exp. and fixed charges.	*53,169	16,327	4,997	17,862	17,915
Net income.....	†24,612	†8,732	3	†8,811	†8,890

*$45,762 of this amount was expended in repairing the road after the destructive storms in Aug. and Sept., 1893. † Deficit. ‡ From rental.

PLANT AND EQUIPMENT—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 52 lb. T rail; 14 cars, of which 8 are motor cars, 4 trail cars and 2 freight cars.

OFFICERS.—Pres. Geo. H. Cook, Sec. R. D. A. Panott, Treas. James B. Van Woert, Gen. Man. & Supt. E. G. Johnson, Elecn. James Clifford, Ch. Engr. of Power Station Frank Mellove.

DIRECTORS.—J. P. Whitney, Glassboro, N. J.; Thos. W. Sinnott, Wenonah, N. J.; Richard L. Austin, B. A. Beal, Philadelphia, Pa.; D. A. Heald, J. B. Van Woert, New York City.

GENERAL OFFICE, Brigantine City, N. J.

Date of information, May, 1899. b c d

Please note date of information at end of each report.

BRISTOL, CONN.

Bristol & Plainville Tramway Co.—Chartered Sept. 21, 1893. This company commenced operation in July, 1895.

CAPITAL STOCK, authorized, $1,000,000 issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $200,000, issued, $135,000; due 1925; int. payable May and Nov.

OPERATION.—	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Receipts from passengers	$ 40,808	$38,838	$26,572	$36,229
" ltg. and other sources.	23,811	23,881	17,812	24,796
" total	64,619	62,719	44,384	61,025
Operating expenses	50,327	43,269	33,006	42,469
Earnings from operation	14,292	19,450	11,378	18,556
Deductions from earnings.				
Taxes	1,244	1,924	1,450	1,701
Interest	3,563	7,237	5,381	7,295
Net income	9,485	10,289	4,547	9,560
Dividends paid		6,000	3,000	6,000
To surplus account	8,583	4,289	1,547	3,560

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Passengers carried	827,769	786,109	543,032	735,790
Car miles run	209,183	209,621	145,629	208,175
Total receipts per car mile	$.309	$.299	$.304	$.293
Operating expenses per car mile.	.240	.206	.226	.204

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1895.	Sept. 30, 1896.	Sept. 30, 1897.	June 30, 1898.	June 30 1899.
Construction	$121,092	$218,546	$224,716	$231,332	$232,385
Equipment	57,529	27,481	27,481	31,526	31,526
Office furniture	293	620			
Materials on hand	1,137	727	1,201	1,296	1,271
Stock of B. Elec. Lt.Co.	25,000				
Accounts receivable		3,139	2,937	4,550	4,860
Cash	11,640	2,147	1,650	3,396	1,471
Total	$216,691	$252,660	$257,984	$272,100	$271,513
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt		106,000	125,000	135,000	135,000
Unfunded debt	90,000	30,000	10,000	12,500	12,000
Accounts payable	21,657	3,042	5,267	5,199	1,552
Profit and loss (surplus).	5,035	13,618	17,717	19,401	22,961
Total	$216,691	$252,660	$257,984	$272,100	$271,513

PLANT AND EQUIPMENT.—Miles of track (electric), 7.7; 56 lb. and 60 lb. T rail; 15 motor cars, 2 snow plows; 650 H. P. Harris, Corliss & Bass engines; Gen. Elec. dynamos and motors; Wason cars, Bemis trucks.

OFFICERS.—Pres. Chas. S. Treadway, V. Pres. N. E. Pierce, Sec. A. J. Muzzy, Treas. M. L. Tiffany, Supt. & Gen. Man. G. E. Cockings.

DIRECTORS.—A. L. Sessions, N. E. Pierce, W. A. Ingraham, Wm. S. Ingraham, A. J. Muzzy, M. L. Peck, O. F. Strunz, Chas. S. Treadway, E. N. Pierce.

GENERAL OFFICE, Highland Court, Bristol, Conn.

Date of information, Dec., 1899. b

BRISTOL, TENN.

Population in 1880, 1,647, in 1890, 3,324.

Bristol Belt Line Railway Co.—Chartered Feb. 22, 1890, in perpetuity.

CAPITAL STOCK, $250,000.

FUNDED DEBT, $75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. T rail; 7 motor cars; Walker and Gen. Elec. dynamos and motors, Brill, Jackson & Sharp and Stephenson cars.

OFFICERS.—Pres. James Strong, V. Pres. B. L. Dulamey, Sec. & Treas. J. H. Caldwell, Gen. Man. W. A. Stadelman, Supt. Pur. Agt. & Elecn. Sam'l M. Vance, Ch. Engr. of Power Station J. Gannon.

Date of information, Feb., 1900. x

BROCKTON, MASS.

Population in 1880, was 13,608, in 1890, 27,294, in 1897 (local estimates), 32,000.

Brockton Street Railway Co.—Chartered Dec. 28, 1880; municipal franchises granted Dec. 16, 1880. Annual meeting fourth Tuesday in Oct. In 1894 the Brockton & Holbrook Street Ry. Co., the East Side Street Ry. Co. and the Whitman Street Ry. Co., which had previously been operated by the company under 99 year leases; in May, 1895, the Brockton & Stoughton Street Ry. Co.; and on Feb. 9, 1900 the Brockton & East Bridgewater, the Brockton, Bridgewater & Taunton, the Taunton & Brockton, and the Boston, Milton & Brockton St. Ry. Co's.; were consolidated with this company. The capital stock of this company is now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized, $750,000, issued, $700,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $750,000, issued, $661,000, in escrow (see Note), $89,000; dated Oct. 1, 1894, due 1924; denom. $1,000; int. payable Apr. and Oct., at office of State St. Safe Deposit & Trust Co., of Boston, trustee of mortgage.

Note.—$89,000 of the first mortgage bonds are held in escrow to retire the company's own and guaranteed debenture bonds as follows:

Brockton Street Railway Co.
$ 9,000, dated 1885, due 1905, int. 4½ p. c.
27,000, " 1886, " 1906, " 4½ p. c.
37,000, " 1890, " 1910, " 4½ p. c.
16,000, " 1892, " 1912, " 5 p. c.

Operation.—The following is a report of all the companies of this system which were consolidated before Sept. 30, 1899.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Receipts from pass	$259,542	$299,304	$325,146	$330,560	$362,942
" other sources	7,350	7,561	7,110	7,044	4,346
" total	266,892	306,865	332,256	337,604	367,288
Operating expenses	154,950	190,513	207,155	212,436	200,890
Earnings from op'r't'n.	111,942	116,352	125,101	125,168	166,398
Deduc's from earn'gs.					
Interest on bonds	36,955	37,033	37,035	37,097	37,133
Int. on float'g d'bt.	4,958	2,277	6,305	7,482	2,568
Taxes	8,462	9,637	10,333	10,000	18,238
Written off various accounts	34,316	24,620			
Other deductions			14,689	17,221	42,591
Net income	27,251	42,785	56,739	53,369	65,868
Dividends paid	26,130	35,760	35,760	35,760	*54,440
To surplus account	1,121	7,025	20,979	17,609	11,428
Total surplus account	17,726	24,751	42,816	50,425	52,253
P.c.op. ex. to tot'l rc'ts.	58.1	62.1	62.4	62.9	54.7

*1½ p. c. on $596,000 1st quarter, 6½ p. c. on $700,000 balance of year.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$ 19,794	$ 24,663	$ 22,258
Maintenance of way and buildings	52,271	49,489	40,761
" " equipment	17,139	25,965	23,681
Transportation expenses	117,949	112,319	114,190
Total	$207,155	$212,436	$200,890

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Revenue passengers carried	6,676,255	6,787,425	7,273,966
Car miles run	1,503,805	1,463,110	1,491,171
Total receipts per car mile	$.221	$.230	$.246
Operating expenses per car mile	.138	.145	.134

Dividends paid in 1890, 10 p. c.; in 1891, 10 p. c.; in 1892-3-4-5-6-7-8, 6 p. c.; 1899, 8 p. c.

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$ 754,263	$ 797,726	$ 823,924	$ 856,084
Cost of equipment	308,051	328,252	328,101	366,682
Other permanent invest.	333,792	372,211	365,711	368,936
Cash and current assets	68,292	29,262	39,942	19,436
Bills & accounts receivable	7,602			
Material and supplies	11,964			55,381
Other assets	4,298	14,454	21,339	
Total	$1,488,262	$1,541,906	$1,579,017	$1,666,519
LIABILITIES.				
Capital stock	$ 596,000	$ 596,000	$ 596,000	$ 700,000
Funded debt	750,000	750,000	750,000	750,000
Accrued interest	18,068	10,562	15,824	
Accrued liabilities				46,340
Bills and accounts payable.	77,533	132.827	159,068	79,683
Other liabilities	21,910	9,700	7,700	38,243
Profit and loss (surplus)	24,751	42,816	50,425	52,253
Total	$1,488,262	$1,541,906	$1,579,017	$1,666,519

Please note date of information at end of each report.

Plant and Equipment.—Miles of track (electric), 46.75; gauge, 4 ft. 8½ in.; 40 lb. 45 lb. and 48 lb. T and 70 lb. and 80 lb. girder rail; 4 horses, 125 cars, of which 119 are motor cars and 6 trail cars; 2,100 H. P. engines, 1,250 H. P. boilers, Allis and Ball engines, Gen. Elec. dynamos and motors, Briggs, Brill, Jones, Newburyport, Laconia and Stephenson cars. Bemis trucks.

Officers.—Pres. J. P. Morse, Brockton; V. Pres. Gen. Man. & Pur. Agt. H. B. Rogers, Brockton; Treas. H. E. Reynolds, Brockton; Ch. Engr. of Power Station D. A. Valentine, Supt. of Randolph & Holbrook Div. Jno. Conway, Supt. of Whitman, Stoughton & No. Easton Div. Geo. W. Smith.

Directors.—H. B. Rogers, F. B. Howard, H. E. Reynolds, Wm. Jones, P. F. Sullivan, J. H. Goodspeed, John P. Morse.

General Offices, 203 Main St., Brockton, Mass., and 104 Ames Bldg, Boston, Mass.

Reference.—Increase of stock, Vol. X, Nov., '94, p. 755; operating detail, Vol. XIV, Sept., '98, p. 487; operating detail, Vol. XIV, Sept., '98, p. 489; cost of elec. power gen., Vol. XIV, Sept., '98, p. 492.

Date of information, Feb., 1900. b c z

Brockton, Bridgewater & Taunton Street Railway Co.—Chartered to build an electric railway from Brockton to Taunton via Bridgewater. This road commenced operation June 14, 1897. On Feb. 9, 1900, this company was consolidated with the Brockton St. Ry. Co., the capital stock of which is now controlled by the Massachusetts Electric Companies.

Capital Stock, before consolidation, $225,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, $200,000; coupon, but may be registered; dated Aug. 1, 1897, due 1917; denom. $1,000; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Operation.—	3½ mos.ending Sept. 30, 1897.	Year end'g Sept.30, 1898.	1899.
Receipts from passengers	$37,408	$69,485	$77,325
" " other sources	1,583	1,792	2,379
" total	38,991	71,277	79,704
Operating expenses	14,823	41,604	58,449
Earnings from operation	24,168	29,673	21,255
Deductions from earnings.			
Interest on funded debt	1,667	10,000	10,000
Taxes	1,542	3,244	3,319
Int. and disct. on unfunded debt		4,012	5,358
Other deductions		2,403	
Net income	20,959	10,014	2,578
Dividends paid		6,750	6,750
Surplus account	10,959	3,264	*4,172
Total surplus account	10,508	13,622	9,450

*Deficit.

OPERATING EXPENSES.

	3½ mos.ending Sept. 30, 1897.	Year end'g Sept. 30, 1898.	1899.
General expenses	$ 2,959	$ 7,098	$11,277
Maintenance of way and buildings	2	5,459	8,148
" " equipment	471	2,545	2,685
Transportation expenses	11,390	26,502	36,339
Total	$14,823	$41,604	$58,449

STATISTICS OF TRAFFIC.

	3½ mos. ending Sept. 30, 1897.	Year end'g Sept. 30, 1898.	1899.
Revenue passengers carried	748,155	1,353,082	1,555,760
Car miles run	173,699	490,006	466,675
Total receipts per car mile	$.224	$.146	$.170
Operating expenses per car mile	.085	.085	.125

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.
Cost of road	$337,628	$351,641	$361,715
" " equipment	59,305	61,966	73,089
Land and buildings	84,089	107,172	107,747
Cash and current assets	18,299	17,968	10,579
Other assets	1,342	3,202	
Total	$500,664	$541,950	$553,130

LIABILITIES.

Capital stock	$225,000	$225,000	$225,000
Funded debt	200,000	200,000	200,000
Current liabilities	64,705	101,660	112,590
Accrued liabilities		1,667	6,089
Profit and loss (surplus)	10,959	13,622	9,451
Total	$500,664	$541,950	$553,130

Plant and Equipment.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 56 lb. T rail; 24 motor cars, 4 electric snow plows, Gen. Elec. motors.

Officers.—Pres. & Gen. Man. H. B. Rogers, Brockton; V. Pres. John P. Morse, Brockton; Sec. & Treas. Henry E. Reynolds, Brockton.

Directors.—William Jones, P. F. Sullivan, H. B. Rogers, H. E. Reynolds, John P. Morse, F. B. Howard, J. H. Goodspeed.

General Office, 203 Main St., Brockton, Mass.

Date of information, Feb., 1900. b c z

Brockton & East Bridgewater Street Railway Co.—Chartered 1894. This road commenced operation July 3, 1897. On Feb., 9, 1900, this company was consolidated with the Brockton St. Ry., the capital stock of which is now controlled by the Massachusetts Electric Companies.

Capital Stock, before consolidation, $50,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $30,000; dated Feb. 1, 1898, due 1918; int. payable Feb. and Aug. at office of American Loan & Trust Co., of Boston, trustee of mortgage,

Operation.—	3 mos.ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Sept. 30, 1899.
Receipts from passengers	$	$	$19,243
" other sources			96
Total receipts	5,986	18,428	19,339
Operating expenses	4,770	13,833	16,342
Earnings from operation	1,216	4,595	2,997
Deductions from earnings.			
Interest	466	1,984	2,171
Taxes		634	673
Net income	751	1,977	153
Total surplus	751	2,727	1,629
Dividends paid			1,250

OPERATING EXPENSES.

Year ending Sept. 30, 1899.	
General expenses	$ 2,787
Maintenance of road and buildings	1,785
" " equipment	722
Transportation expenses	11,048
Total	16,342

STATISTICS OF TRAFFIC.

Revenue passengers carried	386,223
Car miles run	112,263
Gross receipts per car mile	$.172
Operating expenses	.145

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899
Cost of road	$58,226	$64,572	$ 65,839
" " equipment	14,677	15,254	16,473
Land and buildings	9,112	9,578	13,457
Cash and current assets	3,544	4,874	4,733
Total	$85,558	$94,277	$100,502

LIABILITIES.

Capital stock	$50,000	$50,000	$ 50,000
Funded debt			30,000
Current liabilities	34,808	41.550	17,734
Accrued liabilities			1,138
Profit and loss (surplus)	751	2,727	1,630
Total	$85,558	$94,277	$100,502

Plant and Equipment.—Miles of track (electric), 9.4; 6 motor cars, 3 open and 3 closed.

Officers.—Pres. & Gen. Man. Horace B. Rogers, Brockton; V. Pres. J. P. Morse, Brockton; Sec. & Treas. Henry E. Reynolds, Brockton.

Directors.—Wm. Jones, P. F. Sullivan, H. B. Rogers, H. E. Reynolds, J. P. Morse, F. B. Howard, J. H. Goodspeed.

General Office, 203 Main St., Brockton, Mass.

References.—Description of car barn, Vol. XV, Mar. '99, p. 67.

Date of information, Feb., 1900. b c

Brockton & Plymouth Street Railway Co.—This company was chartered in Nov., 1899, to construct an electric railway as an extension of the Plymouth & Kingston St. Ry. from its terminus at Kingston through Whitman to Brockton. Construction work has been commenced and it is expected to place the road in operation without delay.

Capital Stock, authorized, $150,000; paid in, $112,500.

Plant and Equipment.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 60 lb. T rail.

Please note date of information at end of each report.

Officers.—Pres. W. C. Forbes, V. Pres. C. H. French, Canton, Mass., Sec. E. Wadsworth, 4 P. O. Square, Boston, Treas. E. J. B. Huntoon, Canton, Mass.; Gen. Mans. Stone & Webster.

Directors.—W. C. Forbes, C. H. French, E. S. Webster, Jno. P. Morse, C. A. Stone, W. E. Damon, E. J. B. Huntoon.

General Office, 4 P. O. Square, Boston, Mass.

Date of information, Mar., 1900. z

Boston, Milton & Brockton Street Railway Co.—This road commenced operation July 11, 1899, running between and in Milton, Quincy and Randolph. This company has been consolidated with the Brockton St. Ry. Co., the capital stock of which is now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $120,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, $100,000, dated July 1, 1899, due in 1919.

Operation.—July 11 to Sept. 30, 1899.

Receipts from passengers	$10.989
Operating expenses	6,723
Earnings from operation	4,266
Deductions from earnings.	
Interest	1,653
Taxes	653
Net income	1,960
Surplus	1,960

OPERATING EXPENSES.

July 11 to Sept. 30, 1899.

General expenses	$ 1,182
Transportation expenses	5,131
Maintenance of road and buildings	155
" " equipment	255
Total	$ 6,723

STATISTICS OF TRAFFIC.

July 11 to Sept. 30, 1899.

Revenue passengers carried	220,412
Car miles run	52,311
Total receipts per car mile	$.210
Operating expenses per car mile	.128

Balance Sheet.—Dated Sept. 30, 1899.

Assets.		Liabilities.	
Cost of road	$214,796	Capital stock	$120,000
" " equipment	38,798	Funded debt	100,000
Other permanent invest.	15,946	Current liabilities	55,045
Cash and current assets.	8,715	Accrued liabilities	1,250
		Profit and loss (surplus)..	1,960
Total	$278,255	Total	$278,255

Plant and Equipment.—Miles of track (electric), 10.36; guage, 4 ft. 8½ in.; 15 motor cars; Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. John R. Graham, Sec. Frederick H. Smith, Treas. Alonzo F. Walter.

Directors.—Patrick Sullivan, Jos. H. Goodspeed, P. H. Saltonstall, Fred'k H. Smith, John R. Graham, Eugene N. Foss, Gordon Abbott.

General Office, Quincy, Mass.

Date of information, Feb., 1900. b

New Bedford, Middleboro & Brockton Street Railway Co.—Chartered in Mar., 1899. This company commenced operation June 16th, 1899 and operates from New Bedford to Bridgewater Center and Taunton, where it connects with the Brockton, Bridgewater & Taunton Ry.

Capital Stock, authorized, $350,000, issued, $326,575.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $325,000; dated Jan. 1, 1900, due 1920; denom. $1,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, Mass.

Operation.—Period from June 16 to Sept. 30, 1899.

Receipts from passengers	$12,436
" other sources	180
" total	12,616
Operating expenses	8,202
Earnings from operation	4,414
Deductions from earnings.	
Interest	1,732
Taxes	2,564
Net income	117
To surplus account	117

OPERATING EXPENSES.

Period from June 16 to Sept. 30 1899.

General expenses	$2,215
Maintenance of road and buildings	12
" " equipment	82
Transportation expenses	5,893
Total	$8,202

STATISTICS OF TRAFFIC.

Period from June 16 to Sept. 30, 1899.

Revenue passengers carried	246,015
Car miles run	57,097
Total receipts per car mile	$.221
Operating expenses per car mile	.143

Balance Sheet.—Dated Sept. 30, 1899.

Assets.		Liabilites.	
Cost of road and equip.	$477,526	Capital stock	$326,575
" land and bldgs...	3,785	Loans and notes payable.	351,960
Cash and current assets..	202,461	Audited accounts	2,556
		Accrued taxes	2,564
		Profit and loss (surplus)..	117
Total	$683,772	Total	$683,772

Plant and Equipment.—Miles of track (electric), 31.93; gauge, 4 ft. 8½ in.; 60 lb. T rail; 20 motor cars; 1,200 H. P. station plant; Gen. Elec. motors.

Officers.—Pres. J. P. Morse, Brockton; V. Pres. John J. Whipple, 53 Boylston St., Boston; Treas. & Clerk, Henry E. Reynolds, Brockton; Gen. Man. H. B. Rogers, Brockton; Supt. A. C. Ralph, Bridgewater; Ch. Engr. of power station, H. L. Brown, East Freetown, Mass.

Directors.—John J. Whipple, A. M. Bearse, Fred C. Hinds, Wm. Jones, Geo. A. Butman, J. P. Morse, H. E. Reynolds, F. B. Howard, J. H. Goodspeed, P. F. Sullivan, H. B. Rogers.

General Office, 203 Main St., Brockton, Mass.

Date of information, Feb., 1900. b c z

BROOKFIELD, MASS.

Population in 1880, 2,820, in 1890, 3,352.

Warren, Brookfield & Spencer Street Railway Co.—Chartered Mar., 1896. This company commenced operation on June 29, 1896.

CAPITAL STOCK, authorized and issued, $150,000, par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $125,000; dated Nov. 1, 1896, due 1916; int. payable May and Nov., at office of the International Trust Co., of Boston, trustee of mortgage.

NOTE.—First mortgage provides that on and after Nov. 1, 1899, $2,000 per annum shall be passed to sinking fund.

OPERATION.—	3 mos. ending Sept. 30, 1896.	Years ending Sept. 30, 1897.	Sept. 30, 1898.	Sept. 30, 1899.
Gross receipts	$15,488	$33,687	$48,241	$58,142
Operating expenses	7,076	26,423	29,535	37,286
Earnings from operation	8,412	7,264	18,706	20,856
Deductions from earnings.				
Interest on funded debt..	995	2,550	6,250	6,250
" " floating debt..		1,166	1,476	3,907
Taxes	377	2,272	2,184	2,199
Other deductions			1,709	3,250
Net income	7,040	1,276	7,088	5,250
Dividends paid	6,000			3,750
To surplus account	1,040		7,088	1,500
Total surplus account	1,040	2,317	9,405	10,905

OPERATING EXPENSES.

	3 mos. ending Sept. 30, 1896.	Years ending Sept. 30, 1897.	Sept. 30, 1898.	Sept. 30, 1899.
General expenses	$ 1,223	$ 4,445	$ 4,620	$ 4,876
Maint'ance of way and b'ld'gs	7	1,671	3,038	5,188
" " equipment...	356	1,148	2,394	2,178
Transportation expenses	5,490	19,159	19 483	25,044
Total	$ 7,076	$26,423	$29,535	$37,286

STATISTICS OF TRAFFIC.

	3 mos. ending Sept. 30, 1896.	Years ending Sept 30, 1897.	Sept. 30, 1898.	Sept. 30, 1899.
Revenue passengers carried	307,591	667,473	966,236	1,170,573
Car miles run	69,690	219,365	288.827	384,166
Gross receipts per car mile	$.223	$.154	$.167	$.151
Operating exp'ns per car mile	.102	.121	.102	.097

Please note date of information at end of each report.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$163,938	$203,659	$238,562	$243,662
" equipment	23,079	30,610	37,240	37,762
Land and buildings	39,703	58,855	63,662	65,669
Cash and current assets	675	4,275	7,576	10,595
Material and supplies	300	612	602	1,102
Total	$227,695	$298,011	$347,653	$358,190
LIABILITIES.				
Capital stock	$150,000	$150,000	$150,000	$150,000
Funded debt		68,000	125,000	125,000
Current liabilities	76,655	77,694	63,238	69,680
Accrued "				2,605
Profit and loss (surplus)	1,040	2,317	9,405	10,905
Total	$227,695	$298,011	$347,643	$358,190

PLANT AND EQUIPMENT.—Miles of track (electric), 19.7; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T and girder rail; 6 closed and 10 open motor cars; Slater engines, Gen. Elec. dynamos and motors, Massachusetts cars.

OFFICERS.—Pres. Alexander B. Bruce, Lawrence, Mass., Sec. & Treas. G. A. Butman, 8 Congress St., Boston, Supt. C. A. Jefts, Brookfield.

DIRECTORS.—N. Sumner Myrick, E. R. McPherson, C. A. Richardson, Charles E. Barnes, W. B. Ferguson, Robert Redford, A. B. Bruce.

GENERAL OFFICE, Brookfield, Mass.

Date of information, Feb., 1900. b c z

BROOKLYN, N. Y.

Population in 1880, 599,495, in 1890, 838,547, in 1897 (local estimate), 1,189,000.

Brooklyn Rapid Transit Co.—Chartered Jan. 17, 1896, under the laws of New York, as the successor to the Long Island Traction Co., whose assets were purchased under foreclosure of the collateral trust deed and transferred to the Brooklyn Rapid Transit Co. Annual meeting, last Friday in Jan. This company was organized for the purpose of controlling various street railway properties in Brooklyn through ownership of stock, and is not an operating company. The earnings are derived from interest on invested funds, comprising chiefly a $4,000,000 guarantee fund and from the surplus earnings over and above interest and guaranteed dividend charges of the operating companies which it controls. For description of leases and of the guarantee fund see Brooklyn Heights R. R. Co.

The Brooklyn Rapid Transit Co., owns the following securities:

Entire capital stock Brooklyn Heights R. R. Co., which includes equity in 999 year lease of Brooklyn City R. R. Co. to Brooklyn Heights R. R. Co., par value	$200,000
All right, title and interest of the Brooklyn Heights R. R. Co., in the construction account against the Brooklyn City R. R. Co., for extensions and improvements on leased lines, amounting Dec. 31, 1899, to	4,740,476
Entire capital stock, Brooklyn, Queens County & Suburban R. R. Co., par value	2,000,000
Entire capital stock, Sea Beach Ry. Co., par value	650,000
Entire capital stock, Sea View R. R. Co., par value	190,753
First mortg. 6 p, c. bonds., Sea View R.R. Co., par value	52,500
Entire common stock of the Nassau Electric R. R. Co., par value	8,500,000
60,520 shares out of total 65,000 shares of the 4 p.c. cumulative preferred stock of the Nassau Electric R. R. Co., par value	6,052,000
35,443.13 shares out of total 38,302 shares of the 5 p.c. non-cumulative preferred stock of the Brooklyn Union Elevated R. R. Co., par value	3,544,313
120,240.86 shares out of 129,267 shares of the common stock of the Brooklyn Union Elevated R. R. Co., par value.	12,024,086
Entire capital stock of the Kings County Elevated R. R. Co., common, par value	6,000,000
Preferred, par value	2,800,000
Entire capital stock of Coney Island & Gravesend Ry. Co. outstanding par value	35,400
First mortgage 5 p. c. bonds, Brooklyn, Queens County & Surburban R. R. Co., par value	*2,000,000
First mortgage 5 p. c. bonds, Brooklyn City R. R. Co., par value	*1,627,000
Total	$50,416,515

*Composing guarantee fund for performance of Brooklyn City R. R. Co.'s lease.

The Brooklyn Rapid Transit Company in April, 1899, also acquired, through one of its constituent companies, all the properties of the former Brooklyn & Brighton Beach R. R. Co., and the work of reconstruction of this property as an electric railroad was completed in May, 1899. The company has also contracted with the Long Island R. R. Co., to lease for the period of 999 years the Prospect Park & Coney Island R. R. Co., the New York & Coney Island R. R. Co., and the Prospect Park & South Brooklyn R. R. Co. The Kings County Elevated R. R. Co. has an authorized bonded indebtedness of $7,000,000 in 4 per cent. bonds, of which only $5,000,000 has been issued, making the total fixed charges of the new company as acquired by the Brooklyn Rapid Transit Co., $200,000 per annum.

In April, 1899, stockholders were given the privilege of subscribing to the extent of 7 per cent. of their holdings for Brooklyn Rapid Transit stock at par, the proceeds of this issue of stock being intended to be used in the acquisition of the Brighton Beach R. R. properties, and the electrical reconstruction of those properties as well as of the leased properties of the Prospect Park & Coney Island R. R. Co. and allied lines. The total amount thus issued was $2,713,900.

Capital Stock, authorized and issued, $45,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds; authorized, $7,000,000, issued, $6,625,000, in treasury, $375,000; dated Oct. 1, 1895, due 1945; denom. $1,000; int. payable Apr. and Oct. at office of the Central Trust Co., 54 Wall St., New York.

The following is a statement of the present funded indebtedness of the Brooklyn Rapid Transit Co., and its constituent companies, with the amounts of annual interest and rental charges. For detailed descriptions of mortgages and leases see the companies named:

Interest.	Outstanding.	Rate. per cent.	Annual Charge
Brooklyn Rapid Transit Co.			
Gold mortgage bonds	$6,625,000	5	$331,250
Brooklyn Heights R. R. Co.			
First mortgage bonds	250,000	5	12,500
B'klyn, Queens Co. & Surb. R.R. Co.			
*First mortgage bonds	3,500,000	5	175,000
*First consol. mortgage bonds	2,834,000	5	141,700
Jamaica & Brooklyn Road Co.			
First mortgage	240,000	5	12,000
Sea Beach Railway Co.,			
First mortgage bonds	650,000	4	26,000
Sea View Railroad Co.			
First mortgage bonds	52,500	6	3,150
Brooklyn Union Elevated R. R. Co.			
First mortgage bonds	12,890,000	4§	515,600
Nassau Electric R. R. Co.			
First consolidated mortgage bonds.	10,447,000	4	417,880
First mortgage bonds	660,000	5	33,000
Atlantic Ave. first cons. mtg. bonds	759,000	5	37,950
" " gen'l " " "	2,241,000	5	112,050
" " improv'nt " "	220.000	5	11,000
†B. B. & W. E. first mtg. series A.	250,000	5	12,500
† " " " " " B.	250,000	5	12,500
† " " second mortgage	52,000	5	2,600
" " general mortgage	121.040	5	6,052
Kings Co. Elev. R. R. Co. mtg. bonds	5,000,000	4	200.000
Total interest charges			$2,062,730
Rental.			
Brooklyn City R. R. Co., stock	12,000,000	10	1,200,000
" " " bonds; viz:			
*First consol. mortgage	6,000,000	5	300,000
Brooklyn Crosstown R. R. bonds	200,000	5	10,000
Cal. Cem. & Greenpoint R. R. bds.	200,000	6	12,000
New Wmsburg & Flatb'h R. R. bds.	200,000	4½	9,000
Greenpoint & Lorimer R. R. bonds.	125,000	6	7,500
Grand St. & Newtown R. R. bonds.	200,000	5	10,000
**Brooklyn Union Elevated R. R.			100,000
**Nassau Electric R. R.			150,000
**Prospect Park & Coney Isl'd R.R.			40,000
Total interest charges and rental			$3,901,230
Organization expenses			5,000
Less int. & rentals received on bonds & stock owned.			481,500
Net fixed charges, entire system			$3,424,730

*(Subject to call in 1916.)
†(Subject to call.)
§(5 p. c. after Feb. 1, 1905.)
**In addition to fixed charges.

Operation.—The following is the combined statement of operation for all the companies comprising the Brooklyn Rapid Transit system.

Year ending June 30, 1899.

Receipts from interest on bonds and loans	$188,395
" " profit on bonds sold	182,000
" " Brooklyn Heights R. R. Co.'s surplus	471,555
" " other sources	425
Receipts, total	842,375
Expenses, for interest	338,261
" taxes and miscellaneous	41,565
To surplus account	462,549
Total surplus account June 30, 1899	678,129

Please note date of information at end of each report.

Deductions.	1899.
New equipments and constructions	300,483
Cancellation of deficiencies of B'klyn, Queens Co. & Sub. R. R. Co	321,174
Profit and loss adjustments	1,931
Surplus carried forward	54,541

Officers.—Pres. Clinton L. Rossiter, V. Pres. H. C. Du Val, 2d V. Pres. Timothy S. Williams, Actg. Gen. Man J. C. Brackenridge, Sec. & Treas. C. D. Meneely.

Directors.—Clinton L. Rossiter, Timothy S. Williams, A. R. Flower, E. H. Harriman, F. P. Olcott, W. G. Oakman, H. H. Porter, A. Belmont, A. N. Brady, Horace C. DuVal, John G. Jenkins, Henry Seibert, D. H. Valentine.

General Office, 168 Montague St.

References.—Financial report, Vol. IX, Aug., '93, p. 558; description of road (brief), Vol. XII, Oct., '96, p. 605; financial characteristics and operating organization, Vol. XIII, Dec., '97, p. 842.

Date of information, Feb., 1900. z

For map of system, see inset between pages 40 and 41.

Brooklyn Heights Railroad Co.—Chartered Apr. 1, 1887. Annual meeting Thursday after second Wednesday in Jan.

Capital Stock, authorized and issued, $200,000; par value, $100 per share. The entire capital stock of this company is owned by the Brooklyn Rapid Transit Co.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $250,000; coupon, but may be registered; dated Apr. 1, 1891, due 1941 (see Note); denom. $1,000; int. payable Apr. and Oct., at office of People's Trust Co., of Brooklyn, trustee of mortgage.

Leased Roads.—The company operates the property of the Brooklyn City R. R. Co. under a 999 year lease, and in consideration therefor, guarantees the payment of the lessor's fixed charges and a dividend of 10 p. c. on its capital stock ($12,000,000).

By the terms of the lease the lessor agreed to expend in the conversion of its various systems from horses to electricity all of the moneys it received from the sale of $3,000,000 of capital stock and $3,000,000 of bonds (authorized, but unissued at the time of the lease) reserving to itself whatever surplus moneys resulting from previous operation, after certain deductions, remained on hand at the time the control of the property was assumed by the lessee and whatever premiums were realized from the sale of its stock and bonds. All accrued obligations at the time of taking possession were to be paid by the lessor. The cost of such construction as remained uncompleted and such extensions as are from time to time necessary or desirable is to be met by the lessee and is to become a contingent charge against the lessor, to be adjusted at the termination of the lease, or at such time and in such manner as may be agreed upon by the lessee and lessor corporations.

The company also leases the properties of the Brooklyn, Queens County and Suburban R. R. Co. and the Sea Beach Ry. Co., the annual rental in each case being a sum equivalent to the fixed charges and organization expenses of the lessor. On Apr. 1, 1899, it leased for one year the properties of the Nassau Electric R. R. Co. for $150,000, plus all fixed charges and organization expenses. On Feb., 1900, this lease was extended for 999 years from Apr. 1, 1900, by the terms of which the lessee is to pay all fixed charges, taxes and organization expenses of the lessor company, and in addition all net earnings of the property, guaranteeing said earnings to be not less than 4 p. c. of the lessor company's outstanding preferred stock ($6,500,000), and on Apr. 1, 1899, it leased the property of the Brooklyn Union Elevated R. R. Co. for one year, the rental being $100,000 per year, plus all fixed charges and organization expenses.

On June 17, 1899, the company leased for 999 years the properties of the Prospect Park & Coney Island R. R. Co. and its allied lines at an annual rental of $840,000.

On July 1, 1899, the company also leased for one year the properties of the Sea View R. R. Co., the terms of the lease being the payment by the lessee of the lessors' fixed charges and organization expenses.

On Oct. 1, 1899, the company also leased the properties of the Kings Co. Elevated R. R. Co., the terms of the lease being the payment by the lessee of the lessors' fixed charges and organization expenses

In Feb., 1900, the company re-leased for 999 years, from Apr. 1, 1900, the properties of the Nassau Electric R. R. Co., the terms of the lease being the payment by the lessee to the lessor of the lessor's fixed charges and taxes, and all net earnings, which it is guaranteed shall not be less than 4 p. c. per annum of the lessor's outstanding cumulative preferred stock—$6,500,000.

Guarantee Fund.—To guarantee the faithful performance of the conditions of the lease of the Brooklyn City R. R. Co., the Long Island Traction Co. (the predecessor of the Brooklyn Rapid Transit Co.) deposited in various trust companies and banks a guarantee fund of $4,000,000, the income of which is to be paid to the lessee. In case of default in the payment of any of the fixed charges of the lessor, the lessee is authorized to use $250,000 of the guarantee fund, but no part of the guarantee fund can be impaired to an extent which shall reduce such fund below $3,750,000.

The guarantee fund originally consisted of bonds of the Brooklyn City R. R. Co. of the par value of $1,860,000, purchased at $107.50, market value, $1,999,500; $2,000,000 first mortgage bonds of the Brooklyn, Queens County & Suburban R. R. Co. at par; and $500 in cash. aggregating $4,000,000.

On July 1, 1894, the company "technically defaulted" on the payment of a portion of the rentals due the Brooklyn City R. R. Co. and in accordance with the provisions of the lease it withdrew from the guarantee fund the equivalent of $250,000, the actual withdrawal being $233,000 of Brooklyn City R. R. bonds. The value of the securities now held in the guarantee fund was, on Dec. 31, 1898:

	Par value.	Book value.	Market value.
Brooklyn City bonds	$1,627,000	$1,854,780	$1,887,320
Brooklyn, Q. Co. & Sub. bds.	2,000,000	2,150,000	2,200,000
Cash	975	975	975
Total	$3,627,975	$4,005,755	$4,088,295

Operation.—The following is the operating report of the Brooklyn Heights R. R. Co. for the years 1894-5-6-7, and for the Brooklyn Heights R. R. Co., the Brooklyn, Queens Co. & Suburban R. R. Co., and the Sea Beach Ry. Co. for 1898 and 1899. For the combined report of the Brooklyn Rapid Transit system see Brooklyn Rapid Transit Co.

Year ending Dec. 31,	1896.	1897.	1898.	June 30, 1899.
Rects. from operation.	$5,076,382	$5,201,914	$5,874,535	$7,237,755
" other sources...	253,377	250,130	188,346	174,692
" total	5,329,758	5,452,044	6,062,881	7,412,447
Operating expenses...	2,982,134	3,105,287	3,546,425	4,416,117
Net earnings from op..	2,347,124	2,346,757	2,516,456	2,996,330
Deduct. from earn'gs.				
Int. on bonds and floating debt	464,130	511,344	282,620	21,570
Taxes	307,608	152,420	176,063	253,254
Rentals	1,568,447	1,563,917	1,754,548	2,268,339
Net income	6,939	119,076	303,225	453,167
P.c.op. ex. to tot.rects..	56.0	56.9	58.49	59.57

Balance Sheet.—Dated Dec. 31, June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equip.	$ 465,805	$ 465,382	$ 465,925	$ 465,398
B'kl'n City R.R.con. acct.	3,264,596	3,698,345	4,635,520	4,764,048
Stock and bonds		25,000		
Supplies	128,396	121,757	160,398	152,370
Betterments	72,312	200,739	264,149	
Open accounts	110,199	293,233	170,481	409,433
Cash	322,207	292,523	182,733	437,553
Bills receivable			38,213	38,213
Insurance paid	7,184	8,151	24,470	37,985
Sundries	453,280			
Profit and loss (deficit)	157,768			
Total	$4,528,467	$5,105,134	$5,941,890	$6,305,000
LIABILITIES.				
Capital stock	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Funded debt	250,000	250,000	250,000	250,000
Bills payable	434,000	100,000	175,000	
Accrued interest	3,071	47,459	3,990	3,642
Accrued taxes	232,173	120,689	38,819	196,076
Rentals	307,567	302,145	430,433	613,748
Wages and supplies	165,865	261,420	241,931	292,058
Open accounts	2,725			
Other liabilities		19,000	19,000	19,000
Brooklyn R. T. Co.'s equity in Brooklyn C. R. R. const. acct.	2,933,066	3,673,065	4,528,503	4,730,476
Profit and loss (surplus).		131,354	54,213	
Total	$4,528,467	$5,105,134	$5,941,890	$6,305,000

Plant and Equipment.—Including leased lines.

	Owned.	Leased.	Total.
Miles of track (electric)	1.26	513.71	514.97

Gauge, 4 ft. 8½ in.; 50 lb. to 98 lb. T and 9 in. girder rail; 3,610 cars, of which 2,896 are motor cars, 497 are elevated passenger cars, 10 mail, 10 express, 14 grip, 93 miscellaneous cars and 90 are sweepers, plows and sprinklers; 14,900 H. P. Babcock & Wilcox boilers, Allis and McIntosh & Seymour engines, Gen. Elec. dynamos, Gen. Elec., West., Curtis and Walker motors, Brill, Barney & Smith, Jones, Laconia, L. & F., Pullman, St. Louis and Stephenson cars; Baltimore, Barney & Smith, Brill, L. & F., McGuire, Peckham, Taylor and White trucks.

Officers.—Pres. & Gen. Man. Clinton L. Rossiter, V. Pres. H. C. DuVal 2d V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely, Audr. W. B. Longyear, Actg. Gen. Man. & Ch. Engr. J. C. Brackenridge, Elec. Engr. R. P. Brown, Actg. Supt. W. W. Wheatly, Pur. Agt. L. Van Cott, Supt. of Equip. Eugene Chamberlin, Gen. Pass. Agt. H. M. Kennedy.

Directors.—Anthony N. Brady, Clinton L. Rossiter, Henry Seibert, T. S. Williams, H. H. Porter, E. H. Harriman, A. R. Flower, F. P. Olcott, W. G. Oakman, A. Belmont, J. G. Jenkins, Horace C. Duval, D. H. Valentine.

General Office, 168 Montague St.

Please note date of information at end of each report.

References.—Description of road, Vol. VII, Aug., '91, p. 395 (ill); (brief), Vol. VIII, May, '92, p. 275; change of owner, Vol. IX, Jan., '93, p. 66; description of rail cars (brief), Vol. XIII, Apr., '97, p. 236 (ill.); operating detail Vol. XIII, Apr., '97, p. 225 (ill.); operating detail, Vol. XIII, Apr., '97, p. 224; express service, Vol. XII, June, '96, p. 357; telephone service, Vol. XIII, May, '97, p. 294; general passenger dept., Vol. XIII, June, '97, p. 341 (ill.); operating detail, Vol. XIII, June '97, p. 348 (ill.); description of power plant, Vol. XIII, July '97, p. 401 (ill.); instruction book for inspectors, Vol XIV, Jan. '98, p. 15 (ill.); employment bureau of, Vol. XIV, June, '98, p. 333.; description of truck, Vol. XIV, Sept., '98, p. 555 (ill.)

Date of information, Feb., 1900. z

For map of system, see inset between pages 40 and 41.

The Brooklyn City Railroad Co.—Chartered Dec. 17, 1853, under N. Y. General Railroad Law of 1850. Annual meeting second Monday in Jan. The following companies have been at various dates consolidated with this company: Bushwick R. R. Co., Brooklyn Crosstown R. R. Co., Calvary Cemetery, Greenpoint & Brooklyn R. R. Co., New Williamsburgh & Flatbush R. R. Co., Greenpoint & Lorimer Street R. R. Co., Grand Street & Newtown R. R. Co. and South Brooklyn Street R. R. Co.

Lease.—The entire property and franchises of the company were leased on Feb. 14, 1893, to the Brooklyn Heights R. R. Co. for 999 years, and possession given to lessee on June 6, 1893. The lessee guarantees the company's fixed charges and a dividend of 10 p. c. per annum on its capital stock, $12,000,000. (For description of lease and of guarantee fund see Brooklyn Heights R. R. Co.).

Capital Stock, authorized and issued, $12,000,000; par value, $10 per share. Guaranteed 10 p. c. dividends, payable quarterly, Jan. (15), Apr., July, Oct.

Funded Debt.—Total authorized and issued, $6,925,000, as follows: (First) consolidated mortgage 5 p. c. bonds, authorized and issued, $6,000,000; coupon, but may be registered; dated July 1, 1891, due 1941, but payable at the company's option in 1916; denom. $500 and $1,000; int. payable Jan. and July, at office of the company, and at Nassau National Bank, of Brooklyn; trustee of mortgage, Kings County Trust Co., of Brooklyn.

Brooklyn Crosstown R. R. Co.'s first mortgage 5 p. c. bonds, $200,000, due July 1, 1908; denom. $1,000; int. payable Jan. and July.

Calvary Cemetery, Greenpoint & Brooklyn R. R. Co.'s first mortgage 6 p. c. bonds, $200,000; due June 1, 1907; denom, $1,000; int. payable June and Dec.

New Williamsburgh & Flatbush R. R. Co.'s first mortgage 7 p. c., bonds, $200,000; due 1897; denom. $1,000; int. payable Feb. and Aug. Extended Feb. 1, 1897, at 4½ p. c., so as to mature at same time with first consolidated mortgage.

Greenpoint & Lorimer Street R. R. Co.'s first mortgage 6 p. c. bonds, $125,000; due 1910; denom. $1,000; int. payable May and Nov.

Grand Street & Newtown R. R. Co.'s first mortgage 5 p. c. bonds, $200,000; due 1906; denom. $1,000; int. payable Apr. and Oct.

Note.—The consolidated mortgage bonds are a first lien on the original lines of the Brooklyn City R. R. Co., and a second lien on all the lines acquired by the various consolidations.

Dividends, prior to 1893, 8 p. c. per annum on $6,000,000; in 1893, 4 p. c. on $6,000,000, 4⅔ p. c. on $9,000,000; in 1894, 10 p. c. (guaranteed) and 2 p. c. extra from surplus; in 1895, 10 p. c. (guaranteed) and 2½ p. c. from surplus; in 1896, 10 p. c. 10 p. c. dividends are now guaranteed by the Brooklyn Heights R. R. Co.

Operation.—(See Brooklyn Rapid Transit Co.)

Balance Sheet.—Dated Dec. 31, June 30

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equipment	$18,925,000	$18,925,000	$18,925,000	$18,925,000
Cash assets	53,805	101,409	230,443	125,635
Other investments	396,394	416,394	251,394	250,893
Accounts rece'ble.	4,713	6,237	6,989	
Total	$19,379,912	$19,449,039	$19,413,826	$19,301,528
LIABILITIES.				
Capital stock	$12,000,000	$12,000,000	$12,000,000	$12,000,000
Funded debt	6,925,000	6,925,000	6,925,000	6,925,000
Floating debt	2,375			
Bills payable		45,688		
Open accounts	30,000	32,375	34,003	34,476
Profit and loss (surplus)	411,610	422,537	454,823	342,052
Total	$19,379,912	$19,449,039	$19,413,826	$19,301,528

General Office, 168 Montague St.

References.—Description of road, Vol. VIII, May, '92, p. 272; Vol. VIII, Oct., '92, p. 598 (ill.); description of Kent Ave. power plant, Vol. IX, Feb., '93, p. 112 (ill.); Vol. IX, July, '93, p. 436 (ill.); description of eastern power plant, Vol. IX, Dec., '93, p. 781 (ill.); description of southern boiler plant, Vol. X, June, '94, p. 383 (ill.), description of Kent Ave. power plant, Vol. X, Souv., '94. p. 93 (ill.); description of coal lift, Vol. X, May, '94, p. 277 (ill.); notes, Vol. VII, July, '91, p. 374; lease, Vol. IX, Feb., '93, p. 129; description of repair shops, Vol. XI, July, '95, p. 433 (ill.); description of express car (brief), Vol. XII, July, '96, p. 436 (ill.); description of car, Vol. XIV, Dec. '98, p. 811 (ill.).

Date of information, Feb., 1900. z

For map of system, see inset between pages 40 and 41.

Brooklyn, Queens County & Suburban Railroad Co.—Chartered Nov., 1893. This is a consolidation on Jan. 16, 1894 of the Broadway R. R. Co., of Brooklyn (inc. 1858), the Broadway Ferry & Metropolitan Avenue R. R. Co. (inc. 1892), and the Jamaica & Brooklyn Road Co. (inc. 1880). On July 1, 1898, this property was leased to the Brooklyn Heights R. R. Co., at an annual rental equivalent to fixed charges and organization expenses.

Capital Stock, authorized, $15,000,000, issued, $2,000,000; par value, $100 per share. The entire capital stock issued is owned by the Brooklyn Rapid Transit Co.

Funded Debt.—Total authorized, $8,000,000, issued, $6,574,000 as follows:

First mortgage 5 p. c. gold bonds, authorized and issued, $3,500,000; coupon, but may be registered; dated Jan. 1, 1894, due 1941, but payable July 1, 1916, at company's option; denom. $1,000; int. payable Jan. and July, at office of First National Bank, of Brooklyn; trustee of mortgage, New York Guarantee & Indemnity Co., of New York.

First consolidated mortgage 5 p. c. gold bonds, authorized, $4,500,000, issued, $2,834,000; coupon, but may be registered; dated Jan. 1, 1894, due 1941, but payable July 1, 1916, at company's option; denom. $1,000; int. payable May and Nov. at office of First National Bank, of Brooklyn; trustee of mortgage, Central Trust Co., of New York.

The company has assumed the principal and interest of the Jamaica & Brooklyn Road Co.'s first mortgage 5 p. c. gold bonds, outstanding, $240,000, dated Jan. 1, 1894; due Jan. 1, 1934; denom. $1,000; int. payable Jan. and July.

Note.—The unissued consolidated mortgage bonds ($1,666,000), are to be used for extensions and equipment. These bonds will be a first lien on the construction paid for by their proceeds, and are a second lien on the present property.

Operation.—The following operating report of the Brooklyn, Queens County and Surburban R. R. Co., for the years 1894, 1895, 1896 and 1897, is given herewith for the sake of comparison. Subsequent reports are included in the statement of the Brooklyn Heights R. R. Co. (which see).

Year ending Dec. 31,	1894.	1895.	1896.	1897.
Receipts from passengers	$570,201	$611,888	$716,297	$740,395
" other sources	19,253	26,843	9,070	15,230
" total	589,454	638,731	725,366	755,626
Operating expenses	412,793	433,867	449,665	416,175
Earnings from operation	176,661	204,864	275,701	339,450
Deductions from earnings.				
Interest on bonds	278,210	312,000	312,000	317,950
" " unfu'ed debt.				15,973
Taxes	19,490	27,014	42,516	25,573
Net deficit	121,039	134,149	78,815	20,046
Total deficit	121,039	255,188	334,003	354,048

Balance Sheet.—Dated Dec. 31, June, 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equip	$8,372,036	$8,530,186	$8,590,646	$8,593,613
Bonds in treasury	250,000	7,000		
Cash	93,204			
Coupon deposit	850			
Accounts collectible	21,303	41,127		
Supplies	1,643	1,539		
Insurance, taxes, etc.		7,355		
Profit and loss (deficit)	334,002	354,048	176,748	45,574
Total	$9,072,627	$9,034,461	$8,767,394	$8,639,187
LIABILITIES.				
Capital stock	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Funded debt	6,490,000	6,574,000	6,574,000	6,574,000
Bills payable	435,941	170,000	165,887	65,187
Interest	114,333	177,826		
Open accounts	31,503	112,635	27,457	
Coupons	850		50	
Total	$9,072,627	$9,034,461	$8,767,394	$8,639,187

Plant and Equipment.—Miles of track (electric), 45.03; gauge, 4 ft. 8½ in.; 316 motor cars; Gen. Elec. and West. motors, Brill, Jones, L. & F. and Stevenson cars, Peckham trucks.

Officers.—Same as Brooklyn Heights R. R. Co.

Directors —C. L. Rossiter, Anthony N. Brady, Henry Seibert, T. S. Williams, D. H. Valentine, Moses May, John G. Jenkins, John G. Jenkins, Jr., Bernard Gallagher.

General Office, 168 Montague St.

Date of information, Feb., 1900. z

For map of system, see inset between pages 40 and 41.

Please note date of information at end of each report.

MAP OF THE

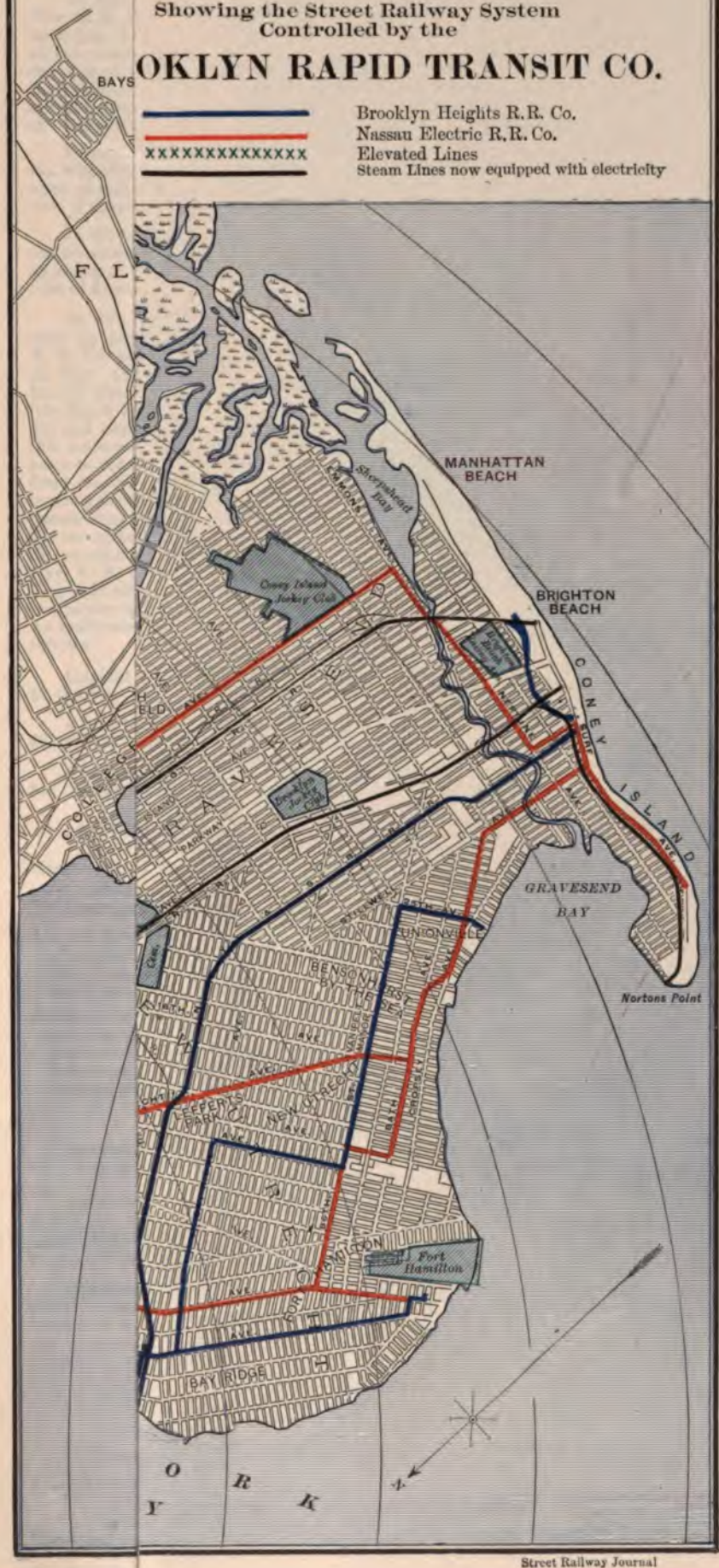
OROUGH OF BROOKLYN, N. Y.,

AND VICINITY

Showing the Street Railway System
Controlled by the

OKLYN RAPID TRANSIT CO.

Brooklyn Heights R.R. Co.
Nassau Electric R.R. Co.
Elevated Lines
Steam Lines now equipped with electricity



Street Railway Journal

1899.
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106,261
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bonds of the Sea Side & Brooklyn Bridge Elevated R. R. Co. The properties of the companies were sold under foreclosure on Nov. 10, 1898, and were bought in by Frederic P. Olcott, Chairman of the Reorganization Committee, and on Feb. 17, 1899 were turned over to the Brooklyn Union Elevated R. R. Co., by the receiver. In Mar. and Apr., 1899, the Brooklyn Rapid Transit Co. became the owner of over 90 per cent. of both preferred and common stock of the new company, and on Apr. 1, 1899, the Brooklyn Union Elevated R. R. Co. was leased for a period of one year to the Brooklyn Heights R. R. Co., in consideration of the payment by the latter of the fixed charges, organization expenses, and $100,000 cash.

The report of 1898-9 is that of an operating company, from Feb. 17 to Apr. 1, 1899, and thereafter is that of a lessor company.

Capital Stock.—Common stock, authorized, $13,000,000, issued, $12.926,700; par value, $100 per share.

5 p. c. non-cumulative preferred stock, authorized, $5,000,000, issued, $3,830,160.

Funded Debt.—First mortgage 4 p. c. gold bonds (bearing 5 p. c. interest after Feb. 1, 1905); authorized, $16,000,000, issued, $12,890,000; int. payable Feb. and Aug.; due Feb. 1, 1950.

Operation.—Years ending Dec. 31, 1896-97-98, are here given for comparison, for subsequent reports see Brooklyn Heights R.R. Co.

	1896.	1897.	1898.
Receipts from operation	$1,713,517	$1,694,358	$1,658,131
" " other source	5,881		
" total	1,719,398	1,694,358	1,658,131
Operating expenses	1,035,138	1,072,029	1,132,872
Earnings from operation	684,260	622,329	525,259
Deductions from earnings.			
Interest on bonds	641,450	641,450	*149,191
Taxes	137,207	115,568	
Other deductions	102,838	105,829	
Net income	†197,235	†240,518	376,069
P. c. op expenses to total receipts	60.2	63.3	68.3

* Interest on bonds paid by Reorganization Committee.
† Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road and equipment	$26,623,722	$29,348,069
Bills receivable	435,309	125,000
Cash assets	90,702	75,979
Supplies on hand	46,978	
Other assets	71,719	
Reorganization committee		333,545
Profit and loss (deficit)	257,172	
Total	$27,525,603	$29,882,593
LIABILITIES.		
Capital stock	$13,283,600	$16,756,860
Funded debt	12,968,000	12,890,000
Bills payable	569,500	185,547
Interest on funded debt due and accrued	263,672	
Due for wages and supplies	66,499	
Taxes accrued	306,724	
Other liabilities	67,607	
Profit and loss (surplus)		50,186
Total	$27,525,603	$29,882,593

Plant and Equipment.—Miles of main (elevated steam) line, 20.34, of second track, 20.34, of sidings, 1.3, total miles of track operated, 41.71; gauge, 4 ft. 8½ in.; 60 lb. to 85 lb. Trail; 95 locomotives, 286 cars.

Officers.—Pres. C. L. Rossiter, V. Pres. Wm. Halls, Jr., Sec. & Treas. T. S. Williams.

Directors.—C. L. Rossiter, Frederick P. Olcott, Wm. Halls, Jr., Fred'k Uhlman, Wm. F. Sheehan, Nicholas F. Brady, Fred. S. Flower, John S. George, Ira A. Kip, Jr., John B. Taylor, John V. Clarke, Harry Folger, T. S. Williams.

General Office, 168 Montague St.

References.—Short report, Vol. XI, Mar., '95, p. 179; special construction Vol. IX, Sept., '93, p. 573 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 605; equipment of road by electric power, Vol. XIV, Mar., '98, p. 108; operating detail, Vol. XIV, Apr., '98, p. 210 (ill.); description of motors, Vol. XIV, Aug., '98, p. 464 (ill.); comparison of, Vol. XIV, Dec., '98, p. 755 (ill.).

Date of information, Feb., 1900. z

For map of system see inset between pages 40 and 41.

Kings County Elevated Railroad Co.—Chartered Jan. 6, 1879. Annual meeting first Wednesday in July.

In Aug., 1896, the Kings County Elevated Railway Co., having defaulted on the interest of its bonds, a receiver was appointed for the property, and the company was reorganized.

The new company issued $6,000,000 common stock and $2,800,000 preferred stock, all of which was ultimately exchanged for $2,000,000 of Brooklyn Rapid Transit stock. The funded debt of the new company consists of first mortgage 4 p. c. 50 year bonds, authorized, $7,000,000, issued to retire underlying bonds, $5,000,000, held in treasury for future improvements, $2,000,000.

Capital Stock.—Common, $6,000,000, preferred 4 p. c. cumulative, $2,800,000; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized, $7,000,000, issued, $5,000,000; coupon, but may be registered; dated Aug. 1, 1899, due Aug. 1, 1949; denom. $1,000; int., payable Feb. and Aug., at office of Central Trust Co., of New York, trustee of mortgage.

During the fiscal year ending June 30, 1899, the land necessary for the connection with the New York & Brooklyn Bridge was acquired and the connection was constructed and opened for business. The service across the bridge was begun Nov. 1, 1898. On Oct. 1, 1899, the properties of the new company were leased for one year to the Brooklyn Heights R. R. Co., the terms of the lease being the payment of the lessor's fixed charges and organization expenses.

Operation.—Year ending Dec. 31, / June 30,

	1896.	1897.	1898.	1899.
Receipts from operation	$732,154	$740,311	$632,169	$679,623
" " other sources	16,288	16,008	1,450	6,321
" total	748,442	756,319	633.617	685,944
Operating exp	524,162	628,432	565,563	616,916
E'rnings from operation	224,280	127,887	65,054	69,028
Deductions from earnings.				
Interest	300,700	267,289	11,246	31,598
Taxes	54,783	53,046	7,329	25,877
Rentals	7,500	20,000	20,000	15,000
Other deductions	14,518	14,130	2,299	
Net deficit	153,221	226,578	*24,180	3,447
P.c. op. exp. to total receipts.	70.0	83.1	89.7	

*Surplus.

Balance Sheet.—Dated Dec. 31, / June 30.

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equip.	$14,775,402	$14,779,709	$15,030,667	$15,279,655
Cash assets	42,358	21,283	35,315	104,070
Stocks and bonds of this and other cos	529,250	546,250	$ 546,250	17,000
Leased equipment	48,550	48,550	48,550	
Supplies	19,683	19,680	18,796	
Other assets	163.090	375,193	488,199	
Receiver's account with K. C. E. Ry.				464,042
Profit and loss (deficit).	919,920	1,146,923	1,113,360	1,383,231
Total	$16,498,343	$16,937,588	$17,281,13	$17,247,998
LIABILITIES.				
Capital stock	$ 4,750,000	$ 4,750,000	$ 4,750,000	$ 4,750,,000
Funded debt	10,964,912	10,965,112	10,965,262	10,978,437
Bills payable	217,500	217,500	210,000	37,404
Bonds and mortgages	38,500	38,500	63,500	
Accrued int	196,016	462,980	499,525	460,222
K. C. E. Ry. account with receivers				464,042
Receivers certificates			400,000	500,000
Int. Fulton Elevated Ry. bond guaranteed		28,320		
Equip'nt lease warrants	33,880	84,404	23,000	
Wages and supplies	60,834	290,772	64,237	57,893
Other liabilities	236,701	100,000	305,613	
Total	$16,498,343	$16,937,588	$17,281,137	$17,247,998

Plant and Equipment.—See Brooklyn Heights R. R. Co.

Officers.—Same as Brooklyn Heights R. R. Co.

Directors.—August Belmont, A. N. Brady, Henry Seibert, Jno. G. Jenkins, T. F. Jackson, W. C. Bryant, S. L. Keeney, D. H. Valentine, J. D. Keiley, Jno. Englis, H. C. DuVal, C. L. Rossiter, T. S. Williams.

General Office, 168 Montague St.

Date of information, Feb., 1900. z

For map of system, see inset between pages 40 and 41.

Sea Beach Railway Co.—This company is the successor, by purchase, to the New York and Sea Beach Ry. Co. The Brooklyn Rapid Transit Co. owns the entire capital stock and the Brooklyn Heights R. R. Co. operates the road under lease, at an annual rental equivalent to fixed charges and organization expenses. Annual meeting fourth Tuesday in March. The road is now operated by electricity.

Capital Stock, authorized and issued, $650,000.

Funded Debt.—Consolidated mortgage 4 p. c. bonds, outstanding, $650,000, int. payable Mar. and Sept., at office of the company. The principal and interest of these bonds have been assumed by the Brooklyn Rapid Transit Co., in consideration of the reduction of its interest from 5 p. c. to 4 p. c.

Please note date of information at end of each report.

Operation.—Included in statement of the Brooklyn Heights R. R. Co. (which see).

Balance Sheet.—Dated Dec. 31,

	1898.	1899.
ASSETS.		
Cost of road and equipment	$1,315,548	$1,334,053
Total	$1,315,548	$1,334,053
LIABILITIES.		
Capital stock	$ 650,000	$ 650,000
Funded debt	650,000	650,000
Accounts payable	15,548	34,053
Total	$1,315,548	$1,334,053

Plant and Equipment.—Miles of track (electric), 12.27.

Officers.—Pres. C. L. Rossiter, Sec. & Treas. T. S. Williams.

Directors.—C. L. Rossiter, Henry Seibert, S. L. Keeney, Jas. T. Nelson, W. C. Bryant, J. D. Keiley, J. S. Jenkins, D. H. Valentine, T. S. Williams.

General Office.—168 Montague St.

Date of information, Feb., 1900. z

For map of system, see inset between pages 40 and 41.

Sea View Railroad Co.—Chartered June 4, 1886. Annual meeting third Tuesday in Nov. The capital stock and all the bonds of this company are owned by the Brooklyn Rapid Transit Co. This company's lines were equipped with electricity in 1898, but were not in operation except for the last few weeks of the Coney Island season in 1898. This company acquired the property of the Brooklyn & Brighton Beach R. R. Co., sold under foreclosure in May, 1899. On July 1, 1899, the properties of this company were leased for one year to the Brooklyn Heights R. R. Co., the terms of the lease being the payment of the lessor's fixed charges and organization expenses.

Capital Stock, authorized, $250,000, issued, $190,753; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $150,000, issued, $52,500; coupon, but may be registered; dated Jan. 1, 1887, due 1907; denom. $100 and $500; int. payable Jan. and July.

Operation.—The report of this company is given herewith separately for the sake of comparison (see also Brooklyn Rapid Transit Co).

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Receipts from pass'gers.	$11,084	$10,434	$ 6,854	$ 9,376	$ 1,899
" other sources	444	170	79	266	1,679
" total	11,528	10,604	6,933	9,642	6,325
Operating expenses	10,249	8,664	10,435	5,352	1,595
Earnings from operation	1,279	1,940	*3,502	4,290	4,730
Deductions from earnings.					
Interest on bonds	1,650	1,650	1,650	1,650	2,775
Taxes	1,226	822	576	362	408
Rentals				2,367	1,400
Other deductions					5,827
Net income	*1,597	*532	*5,728	*89	*5,680
Total surplus account	5,340	4,967	*760		

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 939	$ 768	$ 684	$ 528	$ 725
Transportation expenses	5,990	5,872	6,385	4,096	719
Maint. of way and structures	2,486	1,393	2,273	580	115
" " equipment.	835	631	1,093	148	36
Total	$10,249	$8,664	$10,435	$5,352	$1,595

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	259,580	225,692	146,451	187,529	33,571
Car miles run	26.614	26,212	16,448		
Total receipts per car mile	$.432	$.408	$.421		
Oper. exps. per car mile.	.383	.332	.634		

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$218,098	$218,098	$217,866	$219,465	$1,864,477
Cash assets	6,208	4,262	373	731	16,794
Open accounts	214	1,709	13	35	5,505
Profit and loss (deficit)			760		
Total	$224,520	$224,069	$219,013	$220,222	$1,894,187
LIABILITIES.					
Capital stock	$190,753	$190,753	$190,753	$190,753	$ 190,753
Funded debt	27,500	27,500	27,500	27,500	52,500
Open accounts	1,127	848	760	1,792	59,532
Profit & loss (sur.)	5,140	4,968		177	
Taxes and rentals due and accrued					1,238
B. R. T. Co. advances act. construction					$1,590,164
Total	$224,520	$224,069	$219,013	$220,222	$1,894,187

Plant and Equipment.—Miles of track (part elevated and part surface electric), 19.91; gauge, 4 ft. 8½ in.; 56 lb. T rail.

Officers.—Same as Brooklyn Heights R. R. Co.

Directors.—(Same as Brooklyn Heights R. R. Co.)

General Office, 168 Montague St.

Date of information, Feb., 1900. b z

For map of system, see inset between pages 40 and 41.

Coney Island & Brooklyn Railroad Co.—Chartered Dec. 10, 1860, under N. Y. General Railroad Laws of 1850, and special legislation. Annual meeting third Monday in Oct. The Prospect Park & Flatbush R. R. Co. was consolidated with this company on Apr. 1, 1891. On Sept. 1, 1897, the Franklin Avenue Division of the Brooklyn City & Newtown R. R. Co. was leased to this company, and on Dec. 4, 1897, the entire system of the Brooklyn City & Newtown R. R. Co. was leased for 999 years.

Capital Stock, authorized $2,000,000 and issued, $1,998,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $300,000; coupon, but may be registered; dated July 20, 1883, due 1903; denom. $1,000; int. payable Jan. and July at office of Mechanics Bank, Brooklyn; trustee of mortgage, Brooklyn Trust Co.

Certificate of indebtedness, $400,000; due July 1, 1903; denom. $1,000; int. 5 p. c., payable Jan. and July.

Consolidated mortgage 4 p. c. gold bonds, authorized, $2,000,000, issued, $1,000,000; held in escrow, $700,000; held in treasury, $300,000 (see Note); dated July 1, 1898, due, 1948; denom. $1,000, int. payable Jan. and July at office of Mecantile Trust Co., Brooklyn, trustee of mortgage.

Note.—$700,000 are held to retire prior liens described above, $300,000 can be issued only on vote of two thirds of capital stock.

Operation.—The following is a combination of the operating reports of the Brooklyn City & Newtown R. R. Co., and the Coney Island & Brooklyn R. R. Co., from Jan. 1, 1895, to Dec. 5, 1897, the date of the consolidation of these two companies and of the combined property since that time.

Year ending Dec. 31.	1896.	1897.	1898.	June 30, 1899.
Rects. operation	$877,342	$878,426	$1,063,100	$1,133,859
" other sources	4,376	48,820	84,915	84,933
" total	881,718	927,245	1,148,015	1,218,792
Operating expenses	549,025	560,521	637,735	694,373
Earnings from operation	332,693	366,725	510,280	524,419
Deduction from earnings.				
Interest on bonds	132,282	135,000	48,994	75,024
Taxes	47,240	39,643	38,832	12,549
Rentals	549	6,405	286,271	223,052
Other deductions	9,719	7,727	12,451	
Net income	142,903	177,949	123,632	213,794
Dividends paid				189,190
To surplus account				24,604
Total " "				80,747

Dividends, in 1893, 4 p. c. on $500,000, 3 p. c. on $1,000,000; in 1894, 1895, 1896 and 1897, 6 p. c.; in 1898, 9 p. c.; in 1899, 9½ p. c.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.	June 30, 1899.
Cost of road and equip.	$1,806,415	$1,928,638	$2,551,444	$2,696,179
Supplies on hand	18,360	19,251	44,634	21,382
Open accounts	18,395	77,790	7,414	8,282
Cash on hand	7,456	178,976	39,216	53,587
Improvements on leased lines				139,773
Other permanent invest.			995,905	1,006,355
Accrued interest			31,497	11,521
Total	$1,850,626	$2,204,656	$3,669,810	$3,937,079
LIABILITIES.				
Capital stock	$1,000,000	$1,000,000	$1,987,000	$1,998,000
Funded debt	700,000	700,000	1,400,000	1,500,000
Loans and bills payable	7,500	300,000		
Int. on fu'd dbt. due and ac.	17,500	17,500	31,500	
Dividends unpaid	29	29	29	358,332
Due for wages and supp.	12,171	35,834	74,249	
Open accounts	17,909	19,111	73,139	
Profit and loss (surplus)	95,516	132,181	103,893	80,747
Total	$1,850,626	$2,204,656	$3,669,810	$3,937,079

Plant and Equipment.—Miles of main line, 13.75, of second track, 12.38, of sidings, .25, total track measured as single track (electric), 26.38; gauge 4 ft. 8½ in.; 60 lb. and 90 lb. girder and T rail; 7 horses, 377 cars of which 341 are motor cars and 36 trail cars, 2 sweepers, 1 snow plow, 1 sprinkler; 2,250 H. P. B. & W. and Morrin boilers; McIntosh & Seymour and Wright engines; Gen. Elec. dynamos and motors; Stephenson, L.& B., American, Jones and Brooklyn & N. Y. Supply Co.'s cars.

Please note date of information at end of each report.

Officers.—Pres. John L. Heins, Sect & Treas. Duncan B. Cannon, Supt. D. W. Sullivan.

Directors.—John L. Heins, Louis Fitzgerald, Thomas Clark, Jr., Alfred Wagstaff, James H. Hyde, Duncan B. Cannon, Thomas Ennis, Wm. N. Dykman, Geo. H. Prentiss.

General Offices, 120 Broadway, New York; DeKalb and Central Avenues, Brooklyn.

References.—Description of road, Vol. VI, June, '90, p. 278 (ill.); Vol. VIII, May, '92, p. 274. Consolidation, Vol. XIII, Sept., '97, p. 573.

Date of information, Feb., 1900. b x

Brooklyn City & Newtown Railroad Co.—Chartered May 22, 1860. Annual meeting, second Monday in Apr. This road was leased to the Coney Island & Brooklyn R. R. Co., on Dec. 4, 1897.

Capital Stock, authorized, $2,000,000, issued $1,923,400; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated July 1, 1889, due 1939; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co. of New York, trustee of mortgage.

Mortgages on real estate, $191,606.

Operation.—See Coney Island & Brooklyn R. R. Co.

Balance Sheet.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road and equip.	$3,304,799	Capital stock	$1,923,400
Other perm. invest.	933,975	Funded debt	2,000,000
Cash and cur. assets	87,016	Current liabilities	235,979
		Profit and loss (sur.)	148,411
Total	$4,325,790	Total	$4,325,790

References.—Description of road, Vol. VIII, May, '92, p. 273 (ill.); description of power plant, Vol. IX. Feb., '93, p. 82 (ill.). Consolidation, Vol. XIII, Sept., '97, p. 573.

Date of information, Feb., 1900. b x

The Long Island Electric Railway Co.—Chartered Mar. 5, 1894, to build a road through a number of towns in Queens County, including Rockville Centre, Millburn, Freeport, Merrick, New Bridge and Seaford to Babylon, and also north and south from the mainland, and from Far Rockaway and Rockville Centre to Hempstead Village, Garden City, Mineola and Glen Cove. Annual meeting second Monday in Mar. Construction of road began in 1895, and was completed late in 1897. In Oct., 1899, this company was consolidated with the New York & North Shore Ry. Co. forming the New York & North Shore R. R. Co.

Capital Stock, authorized and issued, $600,000; par value $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $600,000; dated June 1, 1895, due 1925; int. payable June and Dec.; trustee of mortgage, Hamilton Trust Co.

Operation.—Year ending June 30, 1899.

Gross receipts	$86,989
Operating expenses	73,602
Earnings from operation	$13,387
Deductions from earnings.	
Interest	$36,719
Taxes	3,878
Net income	*$27,209
Total deficit	38,625

*Deficit.

OPERATING EXPENSES.

	1899.
General expenses	$20,956
Transportation expenses	42,049
Maintenance of road and buildings	2,755
" " equipment	7,842
Total	$73,602

STATISTICS OF TRAFFIC.

	1899.
Passengers carried, inc. 34,017 transfers	826,896
Car miles run	642,506
Total receipts per car mile	$.135
Operating expenses per car mile	.114

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road and equip.	$1,263,415	$1,360,004
Cash	1,536	2,840
Material and supplies	349	
Bills and acc. receivable	1,680	1,096
Profit and loss (deficit)	11.415	38,625
Total	$1,278,395	$1,402,565

LIABILITIES.		
Capital stock	$600,000	$600,000
Funded debt	600,000	600,000
Interest and taxes	9,750	6,900
Bills and acc. payable	48,645	12,748
Loans	20,000	77,299
Due for construction		105,618
Total	$1,278,395	$1,402,565

Plant and Equipment.—Miles of track (electric), 24.8; gauge, 4 ft. 8½ in.; 70 lb. rail; 28 motor cars.

Officers.—Pres. A. R. Hart (320 Pearl St., New York City), V. Pres. Charles A. Porter, Sec. J. C. Von Arx, Treas. Wm. L. Wood, Supt. B. C. Smith, Ch. Engr. W. F. Hogan.

Directors.—A. R. Hart, F. M. Harris, J. C. Von Arx, Joseph Hogan, William L. Wood, Charles A. Porter, Charles A. Porter, Jr., H. A. Van Allen, W. F. Hogan.

General Office, Jamaica, New York.

Date of information, Dec., 1899. b

Van Brunt Street & Erie Basin Railroad Co.—Chartered Feb. 15, 1861, under N. Y. General Railroad Act of 1850. Annual meeting, Feb. 16. Began operation as an overhead electric trolley road June 1, 1898.

Capital Stock, authorized and issued, $200,000; par value, $10 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized $75,000, issued, $65,000; dated Oct. 1, 1898, due 1948; int. payable Apr. and Oct.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Total receipts	$36,666	$35,082	$31,390	$32,101	$45,450
Operating expenses	27,009	27,504	27,512	26,296	27,187
Earnings from operation	9,656	7,578	3,878	5,805	18,263
Deduc. from earnings.					
Interest on bonds	1,500	1,500	1,500	1,500	3,493
Int. on bond and mortg.			150	150	
Taxes	1,065	988	1,124	1,162	329
Rentals	200	225			
Net income	6,892	4.865	1,104	2,993	14,291
Dividends paid	7,000	5,000	1,000		
Other deductions				†9,239	†17,402
To surplus account	*108	*135	104	*6,246	*3,111
Per cent. op. exp. to total receipts	73.7	78.4	87.6	81.9	60.0

* Deficit. † In 1898 depreciation in horses and supplies, in 1899 depreciation in old cars, etc., owing to electric installation.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$ 5,068	$ 4,539	$ 5,399	$ 6,035
Transportation expenses	21,058	20,720	20,412	20,199
Maintenance of way and bldgs.	461	784	195	703
" " equipments	917	1,468	290	250
Total	$27,504	$27,512	$26,296	$27,187

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$179,162	$179,162	$179,162	$223,870	$224,316
" equipment	26,664	26,664	26,664	27,840	21,225
Cash	1,103	827	959	2,091	13,596
Open accounts	20,642	20,642	20,642		
Supplies	300	450	450		
Profit and loss (deficit)	183	317	187	6,246	9,358
Total	$228,054	$228,062	$228,064	$260,047	$268,495
LIABILITIES.					
Capital stock	$200,000	$200,000	$200,000	$200,000	$200,000
Funded debt	25,000	25,000	25,000	25,000	65,000
Dividends unpaid	54	62	64	64	64
Mortgage	3,000	3,000	3,000	3,000	3,000
Loans				25,000	
Accounts payable				6,983	431
Total	$228.054	$228,062	$228,064	$260,047	$268,495

Plant and Equipment.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 45 lb. to 94 lb. T and center bearing rail; 12 motor cars, (6 open and 6 closed); L. & F. and Stephenson cars.

Officers.—Pres. Michael Murphy, Sec. Treas. & Pur. Agt. Wyllys Terry, Supt. Timothy J. Carey.

Directors.—Michael Murphy, Wyllys Terry, Joseph White, Michael J. Coffey, David W. Burns, Thos. J. Cunningham, John F. Murphy.

General Office, 264 Van Brunt St., Brooklyn.

Date of information, Feb., 1900. b c

Please note date of information at end of each report.

THE TONAWANDAS AND VICINITY,
Showing the Systems Controlled by the
INTERNATIONAL TRACTION COMPANY
AS FOLLOWS:
BUFFALO RAILWAY COMPANY,
Crosstown Street Railway Company,
Buffalo, Bellevue & Lancaster Railway Company,
BUFFALO TRACTION COMPANY,
BUFFALO & NIAGARA FALLS ELECTRIC RAILWAY,
BUFFALO & LOCKPORT RAILWAY,
Elmwood Avenue & Tonawanda Electric Railway Company,
NIAGARA FALLS & SUSPENSION BRIDGE RAILWAY COMPANY,
NIAGARA FALLS PARK & RIVER RAILWAY COMPANY,
NIAGARA FALLS & CLIFTON BRIDGE COMPANY,
LEWISTON & QUEENSTON HEIGHTS CONNECTING BRIDGE COMPANY.
Prepared for AMERICAN STREET RAILWAY INVESTMENTS
BY THE MATTHEWS-NORTHRUP COMPANY, BUFFALO, N. Y.
SCALE:
1 INCH = 2 MILES
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LEWISTON
Niagara Escarpment
TUSCARORA
Model City
Brock Monument
Fish Cr.
Pekin
Hickory Corners
Cambria Center
Lockport Junc.
LOCKPORT
Depot
Greyhound
West Seneca
Ebenezer
WEST SENECA
East Seneca
Reserve
Blasdell
Windom
(Titus Hill Sta.)
Woodlawn Beach
Bay View
Big Tree
Websters Corners
Cazenovia Creek

Crosstown Street Railway Co. of Buffalo.—(Operated by Buffalo Ry. Co.). Chartered Feb. 1, 1890. Annual meeting third Tuesday in Nov.

Capital Stock, authorized, $3,000,000, issued $2,860,000; all in treasury of the Buffalo Ry. Co.

Funded Debt.—Guaranteed by Buffalo Ry. Co., which see for detailed description.

Operation.—Included in report of Buffalo Ry. Co. (which see).

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$4,109,744	$4,643,062	$4,991,435	$5,049,284
" equipment	527,361	666,546	666,395	666,394
Cash assets	24,138	10,126	32,572	40,608
Bills receivable	4,000	3,500	16,212	2,000
Materials and supplies	29,911	7,775	4,024	2,251
Open accounts	257,516	58,849	153,851	113,753
Total	$4,952,670	$5,389,858	$5,864,489	$5,874,290
LIABILITIES.				
Capital stock	$2,366,000	$2,655,000	$2,860,000	$2,860,000
Funded debt	2,366,000	2,486,000	2,830,000	2,830,000
Int. fun'd debt due and ac.	16,800	17,800	20,667	24,641
Taxes due and accrued				19,276
Loans	71,662	75,097	5,168	
Accounts payable	19,821	30,424	24,895	13,888
Profit and loss (surplus)		125,537	123,759	126,485
Total	$4,952,670	$5,389,858	$5,864,489	$5,874,290

Plant and Equipment.—Miles of track (electric), 93.45; gauge, 4 ft. 8½ in.; 62 lb. to 94 lb. girder rail; 200 motor cars; Gen. Elec. motors.

General Office, 180 Main St., with Buffalo Ry. Co.

Officers.—Same as Buffalo Ry. Co.

Directors.—Charles H. Coster, W. Caryl Ely, W. B. Rankine, Burt Van Horn, F. L. Stetson, D. S. Lamont, T. De Witt Cuyler.

Reference.—Increase of stock, Vol IX, Feb., '93, p. 128.

Date of information, Mar., 1900. z

For map of system, see inset between pages 44 and 45.

Buffalo Traction Co.—Chartered Oct. 28, 1895. Annual meeting first Tuesday in Sept. The entire issue of the capital stock of this company is owned by the Buffalo Ry. Co., which is operated as a part of the system of the International Traction Co.

Capital Stock, authorized, $3,000,000, issued, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $600,000; dated Dec. 1, 1898, due 1948; int. payable June and Dec., at office of Metropolitan Trust Co., of New York, trustee of mortgage.

Operation.—

	For period from Oct. 8, 1897, to June 30, 1898.	Year ending June 30, 1899.
Gross receipts	$42,706	$70,631
Operating expenses	55,515	75,909
Deficit from operation	12,809	5,278
Other deductions.		
Interest on funded debt	31,558	17,500
Taxes	1,495	7,248
Deficit for year	$45,862	30,026
Total deficit		75,888
Accrued interest on bonds, remitted		31,558
Deficit June 30, 1899		44,330

OPERATING EXPENSES.

Year ending June 30,	1899.
General expenses	$14,358
Transportation expenses	56,528
Maintenance of road and buildings	2,632
" " equipment	2,391
Total	$75,909

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.
Passengers carried, including transfers	1,839,845
Car miles run	326,228
Total receipts per car mile	$.092
Operating expenses per car mile	.099

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road and equipment	$1,372,776	$1,200,926
Cash on hand	6,558	5,866
Material and supplies	1,106	14,550
Open accounts	189	2,767
Prepaid insurance	398	1,298
Profit and loss (deficit)	45,862	44,320
Total	$1,426,889	$1,269,737
LIABILITIES.		
Capital stock	$515,100	$600,000
Funded debt	858,000	600,000
Interest accrued	31,558	2,925
Accounts payable	16,968	48,184
Pay rolls	1,611	15,000
Accrued taxes	1,252	1,978
Employees' deposits	2,400	1,650
Total	$1,426,889	$1,269,737

Plant and Equipment.—Miles of track (electric) 19.2; gauge, 4 ft. 8½ in.; 87½ lb. steel rail; 31 motor cars.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn.

Directors.—Charles Steele, C. R. Huntley, T. De Witt Cuyler, W. Caryl Ely, Burt Van Horn, W. B. Rankine, F. L. Stetson, C. H. Coster, D. S. Lamont.

General Office, 180 Main St., Buffalo.

Reference.—Description of road, Souv., Oct. '97, p. 590.

Date of information, Mar., 1900. z

For map of system, see inset between pages 44 and 45.

Buffalo & Niagara Falls Electric Railway.—Chartered May 24, 1895. Annual meeting second Wednesday in Oct. This company operates a line from the Buffalo city limits, through Tonawanda and North Tonawanda to the city limits of Niagara Falls. Power is furnished from the Niagara Falls Power Co.'s electric plant, delivered at Tonawanda. In Mar., 1900, the entire capital stock of this company was owned by the International Traction Co.

Capital Stock, authorized and issued, $1,250,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; dated Jan. 15, 1895, due 1935; coupon, but may be registered; denom. $1,000; int. payable Jan. and July, at Mercantile Trust Co., of New York, trustee of mortgage.

Second mortgage 5 p. c. gold bonds, authorized $250,000, issued $175,000; coupon, but may be registered; dated July 1, 1896, due 1921; denom. $1,000; int. payable Jan. and July, at office of Colonial Trust Co., of New York, trustee of mortgage.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.
Gross receipts	$73,537	$136,756	$155,497	$151,671
Operating expenses	49,961	76,410	77,729	86,576
Earnings from operation	23,576	60,346	77,768	65,095
Deductions from earnings.				
Interest	27,800	41,837	44,300	45,275
Taxes	1,621	7,382	9,466	13,124
Net income	*5,845	11,127	24,003	6,696
Dividend paid 3 p. c.				37,500
Total surplus		5,282	29,285	*1,520
By profit and loss				200
Net deficit				1,320

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$10,102	$21,848	$22,240	$22,301
Transportation expenses	30,712	43,104	38,996	44,104
Maint. of way and buildings.	2,584	3,284	5,022	6,862
" " equipment	6,563	8,174	11,471	13,309
Total	$49,961	$76,410	$77,729	$86,576

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	662,445	*1,125,351	1,266,640	1,194,109
Car miles run	620,222	738,609	766,496	950,807
Gross receipts per car mile.	$.119	$.185	$.203	$.159
Operating exps per car mile	.081	.103	.101	.091

* Includes transfers.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$1,770,228	$1,817,992	$1,826,214	$1,830,101
" equipment	331,942	342,425	350,894	347,017
Cash and current assets	3,196	7,430	1,985	41,763
Due by agents	349		2,729	
Open accounts	179	725	2,305	
Material and supplies	915	240	230	
Mortgages	2,091		2,091	
Other assets		2,828	658	3,681
Profit and loss (deficit)	5,845			1,320
Total	$2,114,745	$2,171,639	$2,187,105	$2,223,882
LIABILITIES.				
Capital stock	$1,250,000	$1,250,000	$1,250,000	$1,250,000
Funded debt	750,000	886,000	886,000	925,000
Accounts payable	46,832	30,357	21,820	48,882
Bills payable	67,913			
Profit and loss (surplus).		5,282	29,285	
Total	$2,114,745	$2,171,639	$2,187,105	$2,223,882

Please note date of information at end of each report.

Plant and Equipment.—Miles of track (electric), 30; gauge, 4 ft. 8½ in.; 73 lb. rail; 35 motor cars, each equipped with four 50 H. P. motors; Gen. Elec. dynamos and motors, Brill cars and trucks.

Officers.—Pres. W. Caryl Ely, V. Pres. Daniel S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn.

General Office, 180 Main St., Buffalo.

References.—Description of road, Vol. XI, Oct., '95, p. 624 (ill.); description of road, Souv., Oct., '97, p. 594 (ill.).

Date of information, Mar., 1900. z

For map of system, see inset between pages 44 and 45.

Buffalo, Bellevue & Lancaster Railway Co.—Chartered Mar. 2, 1892, to construct and operate an electric railway between Buffalo and the villages of Lancaster, Bellevue and Depew. Annual meeting first Thursday in Mar. The capital stock of this company has been purchased by the Buffalo Ry. Co.

Capital Stock, authorized and issued, $90,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $215,000; dated June 1, 1897, due 1927; int. payable June and Dec. These bonds are understood to be guaranteed by the Buffalo Ry. Co.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$36,178	$43,589	$37,576	$36,365	$43,299
" other sources	245	163	2,173	2,000	2,123
" total	36,423	43,752	39,749	38,365	45,422
Operating expenses	32,659	35,718	33,862	32,111	34,820
Earnings from operation	3,764	8,034	5,888	6,254	10,602
Deductions from earnings.					
Interest on bonds	7,500	9,125	10,750	10,750	10,750
Taxes	668	1,189	1,276	1,664	2,677
Park expenses					3,778
Net income	*4,403	*2,280	*6,138	*6,160	*6,603
Total surplus account	*2,529	*5,446	*11,639	*12,860	*19,463

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 5,486	$ 6,338	$ 5,007	$ 3,765	$ 3,141
Transportation expenses	17,500	21,058	19,907	18,962	21,379
Maintenance of way and bldgs	3,686	4,130	3,371	3,802	5,918
" " equipment	5,986	4,192	5,577	5,582	4,382
Total	$32,659	$35,718	$33,862	$32,111	$34,820

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Passengers carried	502,983	530,917	623,419
Car miles run	400,976	375,513	341,642
Total receipts per car mile	$.099	$.098	$.132
Operating expenses per car mile	.084	.084	.101

Balance Sheet.—Dated June 30.

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$340,698	$360,776	$369,999	$301,229	$308,352
Cash	729	939	864		2,690
Open accounts	3,188	3,794	3,568	1,877	5,940
Material and supplies	3,440	4,201	5,407	4,064	349
Profit and loss (deficit)	2,529	5,446	11,639	12,859	19,463
Total	$350,584	$375,156	$391,477	$320,029	$336,794

LIABILITIES.

Capital stock	$ 90,000	$ 90,000	$ 90,000	$ 90,000	$ 90,000
Funded debt	150,000	215,000	215,000	215 000	215,000
Accrued interest	1,150	2,172	5,575	896	6,271
Loans	5,392	7,424	12,649		
Accounts payable	4,598	2,793	4,417	14,133	23,773
Wages	1,009		902		
Employees' deposits	423				337
Taxes due and accrued	179		398		1,413
Contributed by sundry land companies on acct. of construction	97,834	56,081	62,537		
Sundries		1,146			
Total	$350,584	$375,156	$391,477	$320,029	$336,794

Plant and Equipment.—Miles of track (electric), 15.62; gauge, 4 ft. 8½ in.; 45 lb. to 94 lb. T and girder rail; 10 motor cars; Ball engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn.

Directors.—H. M. Watson, Thos. De Witt Cuyler, George Urban, Jr., Burt Van Horn, W. B. Rankine, W. C. Ely, C. H. Coster, D. S. Lamont, F. L. Stetson.

General Office, 180 Main St., Buffalo, N. Y.

Reference.—Description of road, Vol. XIII, Souv., Oct., '94, p. 591 (ill.).

Date of information, Mar., 1900. b z

For map of system, see inset between pages 44 and 45.

Buffalo & Lockport Railway Co.—Chartered May 3, 1898, for the purpose of constructing a high speed electric railway from Hertel Avenue in the city of Buffalo to Lockport, N. Y. The company has leased from the Erie R.R., for 99 years from 1898, the Lockport branch of its railway from Lockport to North Tonawanda and a right of way to Buffalo. It has also acquired by purchase the properties of the Lock City Electric R. R. Co., the Buffalo, Kenmore & Tonawanda Ry. Co. and the Elmwood Avenue & Tonawanda Electric Ry. Co., also by lease 1 mile of track in the city of Buffalo. The operation of the through line to Buffalo commenced Aug. 15, 1898. In Mar., 1899, the company's capital stock was purchased by the International Traction Co. and the road now forms a part of their system.

Capital Stock, authorized and issued, $1,000,000; par value $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, and issued, $500,000; denom. $1,000; dated May 26, 1898, due July 1, 1938; int. payable Jan. and July at office of Colonial Trust Co. of New York, trustee of mortgage.

Balance Sheet.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$1,214,045	Capital stock	$1,000,000
" " equipment	283,174	Funded debt	500,000
Other perm. investm'ts.	3,031	Current liabilities	28,210
Cash and current assets	4,312	Interest, due and acc.	12,500
Coupon interest	12,500		
Prepaid charges	399		
Profit and loss (deficit).	23,249		
Total	$1,540,710	Total	$1,540,710

Plant and Equipment.—Miles of track (electric), 32.95; 2 Gen. Elec. electric locomotives, 10 motor cars.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn.

Directors.—W. Caryl Ely, H. J. Pierce, Burt Van Horn, F. L. Stetson, John A. Merritt, C. H. Coster, T. DeWitt Cuyler, D. S. Lamont, W. B. Rankine.

General Office, 180 Main St., Buffalo.

Date of information, Mar., 1900. D z

For map of system, see inset between pages 44 and 45.

The Niagara Falls & Suspension Bridge Railway Co.—Chartered Oct. 20, 1882. This company operates the Niagara Falls, Whirlpool & Northern Ry., under a traffic agreement. Annual meeting third Thursday in Nov. In Mar., 1899, the capital stock of this company was purchased by the International Traction Co. (which see).

Capital Stock, authorized, $750,000, issued, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $518,000; coupon, but may be registered; dated 1893, due July 1, 1903; int. payable Jan. and July, at office of Third National Bank, of Buffalo; trustee of mortgage, Fidelity Trust & Guaranty Co., of Buffalo.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass.	$60,189	$64,609	$59,194	$65,479	$63,417
" other sources	6,130	12,491	30,126	30,920	27,400
" total	66,319	77,100	89,320	96,399	90,817
Operating expenses	38,483	43,827	41,691	41,999	36,583
Earnings from operation.	27,836	33,273	47,629	54,400	54,234
Deductions from earnings.					
Interest on bonds	24,000	39,960	31,080	31,080	31,080
" " float. debt			661	102	
Taxes	4,539	5,428	6,407	6,592	10,950
Net income	*703	*12,115	9,482	16,626	12,204
Dividends paid	4,000			6,000	6,000
To surplus account	*4,703	*12.115	9,482	10,626	6,204
Total surplus account	11,177	*938	8,543	19,169	†15,369

* Deficit.

† $10,004 charged off during 1899 on depreciation and profit and loss accounts.

OPERATING EXPENSES.

Year ending June 30	1895.	1896.	1897.	1898.	1899.
General expenses	$ 5,242	$ 9,067	$ 7,926	$10,649	$ 7,712
Transportation expenses,	20,670	23,431	21,714	21,305	20,502
Maint. of way and bldgs.	7,250	3,222	5,278	4.714	4,271
" " equipment	5,322	8,107	6,769	5,331	4,098
Total	$38,483	$43,827	$41,691	$41,999	$36,583

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending June 20,	1896.	1897.	1898.	1899.
Revenue pass'gers carried	1,470,091	1,504,483	1,565,302	1,433,420
Transfer " "				150,660
Car miles run	444,652	366,540	384,692	392,220
Total receipts per car mile	$.173	$.244	$.250	$.231
Operating exp. per car mile	.099	.114	.109	.093

Balance Sheet —Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$925,819	$939,878	$941,076	$955,005
" equipment	197,653	197,603	197,603	193,272
Current assets		3,996	4,349	26,739
Profit and loss (deficit)	938			
Total	$1,124,410	$1,141,476	$1,143,028	$1,175,016
LIABILITIES.				
Capital stock	$600 000	$600,000	$600,000	$600,000
Funded debt	518,000	518,000	518,000	518,000
Bills and accounts payable	6,000	14,932	5,859	41,647
Overdraft	410			
Profit and loss (surplus)		8,543	19,169	15,369
Total	$1,124,410	$1,141,476	$1,143,028	$1,175,016

Plant and Equipment.—Miles of track (electric), 16.7; gauge, 4 ft.8½ in.; 60 lb. and 73 lb. girder rail; 30 cars, of which 22 are motor cars and 8 open trail cars; Gen. Elec. dynamos and motors, Brill cars; rent power.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn.

Directors.—D. S. Lamont, Chas. A. Sweet, T. DeWitt Cuyler, C. H. Coster, Wm. B. Rankine, Burt Van Horn, E. C. McDougal, W. Caryl Ely, F. L. Stetson, Charles Steele.

General Office, 180 Main St., Buffalo; local offices, Niagara Falls and La Salle, N. Y.

References.—Increase of stock, Vol. IX, Mar., '93, p. 197; description of road (brief), Vol. XI, Oct., '95, p. 629 (ill.).; description of road, Souv., Oct. '97, p. 592 (ill.).

Date of information, Mar., 1900. z

For map of system, see inset between pages 44 and 45.

Niagara Falls, Park & River Railway Co.—The entire issue of the capital stock of this company is owned by the International Traction Co. and the road is part of their system.

Capital Stock, authorized, $1,000,000, issued, $600,000. all purchased in Mar., 1899, by the International Traction Co.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $600,000; dated Oct. 10, 1893, due Jan. 2, 1914; int. payable Jan. and July, at Imperial Bank of Canada, Toronto; trustees of mortgage, D. R. Wilkie and E. B. Osler, of Toronto.

Plant and Equipment.—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 56 lb. T rail; 41 cars, of which 25 are motor cars and 16 trail cars; Goldie & McCulloch engines, Can. Gen. Elec. dynamos and motors, Patterson & Corbin cars, McGuire trucks; water power.

Officers.—Pres. W. Caryl Ely, V. Pres. W. B. Rankine, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn.

References.—Description of road, Vol. IX, Sept., '93, p. 586; description of road, Vol. XI, Souv., '95, p. 41 (ill.); description of road, Souv., Oct., '97, p. 596 (ill.).

General Office, 180 Main St., Buffalo.

Date of information, Mar., 1900. z

For map of system, see inset between pages 44 and 45.

Niagara Falls Suspension Bridge Co. (American), and **Clifton Suspension Bridge Co.** (Canadian).—Annual meeting second Tuesday in July. This company owns and operates a suspension bridge over the Niagara River below the Falls. The entire capital stock of this company is owned by the International Traction Co.

Capital Stock, $400,000.

Funded Debt.—5 p. c. mortgage bonds, authorized and issued, $300,000.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn.

Date of information, Mar., 1900. z

Lewiston Connecting Bridge Co. (American), and **Queenston Heights Bridge Co.** (Canadian). This company owns and operates a suspension bridge over the Niagara River below the Falls. The entire capital stock of this company is owned by the International Traction Co.

Capital Stock, $400.000.

Funded Debt.—5 p. c. mortgage bonds, authorized and issued, $125,000.

Officers —Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn.

Date of information, Mar., 1900. z

Niagara Falls, Whirlpool & Northern Railway.—Chartered Mar. 3, 1894. Annual meeting third Friday in Mar. This property is operated by the Niagara Falls & Suspension Bridge Ry. Co., under an agreement, whereby that company receives three cents and this company receives two cents for each passenger carried over the line. Operating expenses are charged to this company.

Capital Stock, authorized and issued, $50,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $30,000, issued, $22,500; dated July 24, 1894, due July 1, 1903; denom. $100; int. payable Jan. and July after July 1, 1896, at office of Fidelity Trust & Guaranty Co. of Buffalo, trustee of mortgage.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$1,145	$2,165	$2,730	$3,039	$3,322
Operating expenses	2,422	3,472	2,715	3,413	3,567
Income from operation	*†1,277	*1,307	15	*374	*245
Deductions from earnings.					
Interest on bonds			563	1,125	1,125
Taxes			261	256	386
Net deficit			809	1,755	1,756
Total deficit			809	2,564	4,320

* Deficit. † The deficit for 1895 was paid by stockholders.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$70,200	$70,200	$70,200	$70,200	$70,203
" equipment	2,300	2,300	2,300	2,300	2,300
Cash and current assets			120	34	94
Profit and loss (deficit)	1,277	1,307	809	2,564	4,320
Total	$73,777	$73,807	$73,429	$75,098	$76,917
LIABILITIES.					
Capital stock	$50,000	$50,000	$50,000	$50.000	$50,000
Funded debt	22,500	22,500	22,500	22,500	22,500
Accounts payable	1,277	1,307	367	910	2,135
Accrued int. and taxes			563	1,688	2,282
Total	$73,777	$73,807	$73,429	$75,098	$76,917

Plant and Equipment.—Miles of track (electric), 1.75; gauge, 4 ft. 8½ in.; 65 lb. steel rail; 1 motor car; Gen. Elec. motors, Brill cars and trucks; rent power.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn, Supt. Edw'd McDonnell.

Directors.—T. De Witt Cuyler, F. L. Stetson, C. H. Coster, A. J. Porter, D. S. Lamont, Charles Steele, W. Caryl Ely, Burt Van Horn, W. B. Rankine.

General Office, 180 Main St., Buffalo.

Date of information, Mar., 1900. z

For map of system, see inset between pages 44 and 45.

Buffalo, Tonawanda & Niagara Falls Electric Railroad Co.—This is a reorganization of the Tonawanda Street R. R. Co., which was chartered Apr. 23, 1890 and which was sold under foreclosure of mortgage. On Sept. 1, 1898, the Tonawanda Electric R. R. Co., and the original Buffalo, Tonawanda & Niagara Falls Electric R.R. Co., were consolidated. Municipal franchises have been granted at different times by six municipalities. Annual meeting first Tuesday in Sept. The road runs from city line in Buffalo, to North Tonawanda. The entire capital stock of this company is owned by the International Traction Co. and the road is now part of its system.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage consolidated 5 p. c. gold bonds, coupon, but may be registered; authorized, $1,200,000, all held in treasury; dated Nov. 1, 1898, due Jan. 1, 1949; denom. $1,000; int. payable Jan. and July, at office of Knickerbocker Trust Co., of New York City, trustee of mortgage.

Plant and Equipment—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 80 lb. T and 93 lb. girder rail; 14 cars, of which 10 are motor cars and 4 trail cars; Niagara Falls power.

Officers.—Pres. W. Caryl Ely, V. Pres. D. S. Lamont, Sec. & Treas. R. F. Rankine, Gen. Man. Burt Van Horn.

Directors.—James A. Roberts, T. E. Ellsworth, Chas. A. Coster, T. DeW. Cuyler, F. L. Stetson, D. S. Lamont, W. B. Rankine, W. Caryl Ely, Burt Van Horn.

General Office 180 Main St., Buffalo, N. Y.

Reference.—Description of road, Souv., Oct.'97, p. 591 (ill.).

Date of information, Mar., 1900. z

For map of system, see inset between pages 44 and 45.

Buffalo, Hamburg & Aurora Electric Railway Co.—Chartered March 15, 1898, for 999 years, to build an electric railway from Buffalo to Hamburg, Orchard Park and Aurora. Annual meeting

third Tuesday in January. This road is expected to be in operation by July 1, 1900.

CAPITAL STOCK, authorized, $400,000; issued, $54,800; held in treasury, $345,200.

FUNDED DEBT.—First mortgage gold bonds, $400,000; held in treasury, $400,000; dated July, 1898, due July, 1922; denom. $100, $500 and $1,000, int. payable at the office of Buffalo Loan & Safe Deposit Trust Co. of Buffalo, N. Y., trustee of mortgage.

Cost of road to June 30, 1899, $64,578.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric) 21.33; gauge, 4 ft. 8½ in.; 60 lb. and 67 lb. T and girder rail; 12 cars, of which 6 are motor cars and 6 trail cars; 1,050 H. P.; station plant; 2-300 K. W. dynamos.

OFFICERS.—Pres. A. J. Benzing, V. Pres. Walter Phelps, Sec. & Gen. Man. U. L. Upson, Treas. Loren F. Boies.

DIRECTORS.—A. J. Benzing, Walter Phelps, U. L. Upson, L. F. Boies, W. W. Wheatly, H. N. Bates, T. E. Clarey, A. J. Richardson, W. C. Smith, Abbott S. Griggs.

GENERAL OFFICE, 1095 Ellicott Sq., Buffalo, N. Y.

Date of information, Feb., 1900. z

Buffalo & Depew Railway Co.—Chartered Oct. 14, 1897. Annual meeting first Monday in Sept. This company has secured consents to build an electric railway from Buffalo to Depew, 7.25 miles.

Capital Stock, authorized, $100,000, paid in, $9,750; par value, $100 per share.

Cost of road to June 30, 1899, $9,900.

Officers.—Pres. Wm. B. Cutter, V. Pres. Geo. A. Ricker, Sec. & Treas. H. P. Bissell.

Directors.—Wm. B. Cutter, Geo. A. Ricker, H. P. Bissell, Augustin Smith, J. H. Metcalf, Geo. C. Riley, James Murphy, Frederick H. Turner.

General Office, 714 Ellicott Square, Buffalo, N. Y.

Date of information, July, 1899. b

BURLINGTON, IA.

Population in 1880, 19,450, in 1890, 22,565.

Burlington Railway & Light Co.—This is a consolidation, in 1897, of the Burlington Electric Ry. Co., the Burlington Gas & Fuel Co. and the Burlington Electric Light Co.

CAPITAL STOCK, $1,250,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized $750,000, issued $625,000, coupon but may be registered; dated Oct. 1, 1897, due 1917; denom. $500; int. payable Apr. and Oct., at American Loan & Trust Co., of Boston, trustee of mortgage.

NOTE.—This mortgage covers the railway, electric light and gas plants. $125,000 of the bonds are reserved for extensions to gas plant. Bonds may be redeemed after 5 years at 105.

PLANT AND EQUIPMENT.—Miles of track (electric), 16.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 22 cars, of which 15 are motor cars and 7 trail cars; West. engines, dynamos and motors, Stephenson cars.

OFFICERS.—Pres. G. H. Higbee, V. Pres. E. C. Walsh, Clinton, Ia., Sec. C. H. Walsh, Treas. J. T. Remey.

DIRECTORS.—J. J. Ranson, M. A. Walsh, J. W. Walsh, G. H. Higbee, E. C. Walsh, C. H. Walsh, J. T. Remey.

GENERAL OFFICE, Burlington, Ia.

REFERENCES.—Description of road, Vol. VII, Oct., '91, p. 552 (ill).

Date of information, Feb., 1899. x

BURLINGTON, N. J.

Burlington & Mount Holly Traction Railroad Co.—This company commenced operation in Aug., 1895. It operates over track belonging to the Camden & Burlington County R. R. (a steam road).

CAPITAL STOCK, $25,000.

OPERATION.—	6 mos. ending Dec. 31, 1895.	Year ending Dec. 31, 1896.	Year ending Dec. 31, 1897.	Year ending Dec. 31, 1898.
Receipts from passengers	$5,936	$13,331	$12,470	$14,035
" other sources	144	789	648	696
" total	6,080	14,120	13,118	14,731
Operating expenses	9,676	20,331	22,631	21,624
Deficit from operation	3,596	6,211	9,513	6,893

PLANT AND EQUIPMENT.—Miles of track (electric), 7.15.

OFFICERS.—Treas. F. W. Schwarz.

GENERAL OFFICE, Burlington, N. J.

Date of information, Jan., 1899. b x

BURLINGTON, VT.

Population in 1880, 11,365, in 1890, 14,590, in 1899, 20,000.

Burlington Traction Co.—Chartered in 1896, as the successor to the Winooski & Burlington Horse R. R. Co. Annual meeting in July.

CAPITAL STOCK, authorized and issued, $200,000, par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p c. gold bonds, authorized, $150,000, issued, $125,000; dated Jan. 1, 1894, due 1924; denom. $500 and $1,000; int. payable Jan. and July, at office of Burlington Trust Co., trustee of mortgage.

OPERATION.—Year ending June 30,	1897.	1898.	1899.
Total receipts	$53,327	$49,369	$51,949
Operating expenses	33,748	33,829	25,998
Earnings from operation	19,579	15,540	25,951
Deductions from earnings.			
Interest	7,500	7,500	7,500
Taxes			1,030
Other deductions			8,140
Net income	12,079	8,040	9,281
Dividends			7,750
To surplus account			1,631

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 50 lb. T rail; 18 motor cars; Gen. Elec. dynamos and motors, Gilbert and Jones cars.

OFFICERS.—Pres. Elias Lyman, V. Pres. J. A. Powers, Sec. B. H. Eagan, Treas. & Gen. Man. W. F. Hendee, Supt. & Pur. Agt. T. B. Jones, Elecn. Richard Whalen, Ch. Engr. of Power Station C. D. Nash.

DIRECTORS.—Elias Lyman, W. F. Hendee, J. A. Powers, C. W. Brownell, A. E. Richardson, F. C. Kennedy, A. O. Humphrey, John J. Flynn, L. H. Turk.

GENERAL OFFICE, 182 College St., Burlington, Vt.

Date of information, Dec., 1899. z

Military Post Street Railway Co.

CAPITAL STOCK, $85,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, Jackson & Sharp cars; water power.

OFFICERS.—Pres. F. C. Kennedy, V. Pres. & Man. W. F. Hendee, Sec. C. W. Brownell, Treas. J. J. Flynn, Supt. & Pur. Agt. T. P. Jones, Elecn. & Ch. Engr. of Power Station Richard Whalen.

GENERAL OFFICE.—182 College St., Burlington, Vt.

Date of information, Feb., 1899. z

Burlington & Hinesburgh Railway Co.—This road is now under construction.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $400,000, issued, $250,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 motor cars; 2-200 K. W. Gen. Elec. generators.

OFFICERS.—Pres. & Sec. H. D. Clark, V. Pres. Gen. Man. & Pur. Agt. Robert Avery, Treas. C. W. Brownell, Ch. Engr. F. O. Sinclair.

GENERAL OFFICE, 174 Main St., Burlington, Vt.

Date of information, Nov., 1899. x

BUTTE, MONT.

Population in 1880, 3,363, in 1890, 10,723.

Butte Consolidated Railway Co.—Chartered Apr., 1887, as a successor to the Metropolitan Electric Ry. Co. and the Butte City Street Ry. Co.

CAPITAL STOCK, $500,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $500,000; dated 1891, due 1911; int. payable Jan. and July, at office of Massachusetts Loan & Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 40 lb. 52 lb. and 72 lb. T rail; 36 cars, of which 24 are motor passenger cars, 3 trail cars and 9 electric freight cars; 425 H.P. engines, 300 H. P. dynamos, Allis and Fraser & Chalmers engines, Gen. Elec. dynamos, Sprague motors, St. Louis and Stephenson cars, Peckham, Graham and Stephenson trucks.

OFFICERS.—Pres. W. A. Clark, V. Pres. W. L. Hoge, Sec. A. H. Wethey, Treas. Alex. J. Johnston, Gen. Man. J. R. Wharton, Supt. J. S. Wathey, Ch. Engr. D. J. Hartnell, Elecn. George Whitcomb.

DIRECTORS.—W. A. Clark, W. L. Hoge, Chas. S. Warren, Chas. W. Clark, Alex. J. Johnston.

GENERAL OFFICE, Main and Park Sts., Butte, Mont.

REFERENCE.—Description of road, Vol. IX, Apr., '93, p. 246 (ill).

Date of information, Feb., 1899. z

CAIRO, ILL.

Population in 1880, 9,012, in 1890, 10,324.

Egypt Electric Co.—This is the successor to the Delta Electric, Power, Light & Street Car Co., which was sold under foreclosure. Chartered July 7, 1896, for 50 years. Annual meeting June 25.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 45 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; Russell engines, Nat. and Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. W. Kluge, V. Pres. E. A. Buder, Sec. & Treas. C. V. Neff, Supt. & Elecn. J. Herboldsman, Ch. Engr. James Smith.

DIRECTORS.—Wm. Kluge, E. A. Buder, H. Hasenjaeger, J. H. Galligan, C. V. Neff.

GENERAL OFFICE, 209 Eighth St., Cairo, Ill.

Date of information, Feb., 1899. z

Cairo Electric Railway Co.—Chartered May 28, 1890, for 20 years. Municipal franchise granted July 10, 1890, for 20 years. Annual meeting last Thursday in May. This company leases the Sycamore Street Ry.

CAPITAL STOCK, authorized, $75,000, issued, $52,400.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $75,000, issued, $52,400; dated June 1, 1891, due 1911; denom. $100 and $500; int. payable June and Dec.; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track owned (electric), 5.71, leased, .85; gauge, 4 ft. 8½ in.; 40 lb. T rail; 13 cars, of which 11 are motor cars and 2 trail cars; Hamilton-Corliss engines, West. dynamos and motors, Laclede, Stephenson and St. Louis cars, Sheffield and Diamond trucks.

OFFICERS.—Pres., Treas. & Pur. Agt. E. W. Halliday, V. Pres. C. O. Patier, Sec. C. Cunningham, Supt. Edwin Halliday, Elecn. W. A. Rittenhouse.

DIRECTORS.—Andrew Lohr, H. W. Schuh, Charles O. Patier, Charles Cunningham, E. W. Halliday.

GENERAL OFFICE, 511 Levee St., Cairo, Ill.

Date of information, Feb., 1899. d

CALAIS, ME.

Population in 1880, 6,173, in 1890, 7,290.

Calais Street Railway Co.—Chartered Mar. 17, 1893. This company leases and operates the St. Stephen Electric Street Ry. Annual meeting in May.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share. Dividends, 3. p. c. per annum.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $100,000; dated, July 1, 1898, due, 1918; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers..	$25,056	$25,476	$23,907	$22,965	$21,861
" other sources.....		231	75	287	.431
" total.....	25,056	25,707	23,982	23,252	22,292
Operating expenses.....	17,960	17,504	18,968	18,509	18,130
Earnings from operation...	7,096	8,203	5,014	4,743	4,162
Discount on accrued interest.					3,007
Deductions from earnings.					
Interest on bonds.....	6,000	5,988	6,583	6,000	5,000
Taxes.....		481	480	398	497
Other deductions.....			998	132	278
Net income.....	1,096	1,734	*3,047		1,394
Dividends.....	3,000				
Deficit.....	1,904	1,319	3,047	1,787	1,394
Total deficit.....		3.053	8,364	10,151	8,757
Per ct. op. exp. to total recpts..	71.7	68.1	79.1	79.9	81.3

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses.....	$ 4,172	$ 4,803	$ 3,200	$ 2,955
Maintenance of way and bldgs...	2,013	1,344	1,751	1,554
" " equipment.....	1,429	2,505	2,935	2,572
Transportation expenses.....	9,890	10,315	10,623	11,049
Total.....	$17,504	$18,968	$18,509	$18,130

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried.....	548,343	513,649	485,613	449,531
Car miles run.....	183,960	183,960	183,960	183,960
Total receipts per car mile.....	$.140	$.130	$.126	$.121
Operating expenses per car mile.	.095	.103	.100	.098

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1889.
Cost of road.....	$149,000	$149,000	$149,000	$149,000
Cost of equipment.....	19,800	19,800	19,800	19,800
Other permanent investments..	31,200	31,200	31,200	31,200
Cash and current assets.....	6,084	883	532	1,022
Profit and loss (deficit).....		8,364	10,151	8,757
Total.....	$206,084	$209,247	$210,683	$209,779
LIABILITIES.				
Capital stock.....	$100,000	$100,000	$100,000	$100,000
Funded debt.....	100,000	100,000	100,000	100,000
Loans and bills payable.....	6,084	2,200		
Current liabilities.....		5,795	9,543	6,683
Accrued liabilities.....		1,253	1,140	3,096
Total.....	$206,084	$209,247	$210,683	$209,779

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 48 lb. T rail; 7 motor cars; West. dynamos and motors, Ball engines, Briggs and Jackson & Sharp cars.

OFFICERS.—Pres. & Gen. Man. Geo. A. Curran, Treas. Chas. W. Young, Sec., Supt. & Pur. Agt. Chas. F. Pray.

DIRECTORS.—Geo. A. Curran, Chas. F. Pray, C. W. Young, Calais, Me.

GENERAL OFFICE, Calais, Me.

Date of information, Dec., 1899. b

CAMDEN, N. J.

Population in 1880, 41,659, in 1890, 58,313, in 1897 (local estimates) 63,000.

Camden & Suburban Railway Co.—Chartered 1896, for the purpose of effecting a consolidation of the Camden Horse R. R. Co., and the West Jersey Traction Co. On Apr. 1, 1896, this company began operating the lines of the Camden Horse R. R. Co. under lease.

Capital Stock, authorized, $1,000,000, issued and paid in, $975,500, par value, $25 per share.

Funded Debt.—$554,000.

Operation.—	9 mos. ending Dec. 31, 1896.	Year ending Dec. 31, 1897.	Year ending Dec. 31, 1898.
Gross receipts.....	$188,641	$269,525	$294,246
Operating expenses.....	167,494	244,448	285,427
Earnings from operation..	21 147	25,077	8,819
Extraordinary expenses...			14,656
Net income.....			*5,837

*Deficit.

Plant and Equipment.—Miles of track, 15.8.

Officers.—Pres. Wm. S. Scull, V. Pres. B. C. Reeve, Sec. S. T. Corliss, Treas. H. Lippincott, Gen. Man. W. E. Harrington.

Directors.—Wm. S. Scull, B. C. Reeve, G. G. Browning, F. W. Ayer, H. Lippincott, Edw. Dudley, W. P. Logan, C. S. Crowell.

Date of information, May, 1899. c

Camden Horse Railroad Co.—Chartered Mar. 23, 1866.

Leased to the Camden & Suburban Ry. Co. on Apr. 1, 1896.

Capital Stock, authorized and issued, $250,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. bonds, $250,000; due 1909; int. payable at office of New Jersey Trust Co., of Camden.

First consolidated mortgage, authorized, $500,000, issued, $250,000, in escrow (see Note), $250,000; dated May 1, 1892, due 1912; denom. $500; int. payable May and Nov., at office of New Jersey Trust Co., of Camden, trustee of mortgage.

Note.—$250,000 of the consolidated mortgage bonds are held in escrow to retire the first mortgage bonds.

Operation.—Included in report of Camden & Suburban Ry. Co.

Dividends.—In 1896, $35,000; in 1897, $40,000; in 1898, $45,000.

Plant and Equipment.—Miles of track (electric), 30; gauge, 5 ft. 47 lb. to 80 lb. side bearing, duplex and girder rail; 100 motor cars; West. and Ball engines, Gen. Elec. and West. dynamos and motors, Brill, L. & F. and Stephenson cars.

Officers.—Pres. Wm. S. Scull, V. Pres. B. C. Reeve, Sec. S. T. Corliss, Treas. G. G. Browning, Supt. S. J. Fenner.

General Office, 200 Market St., Camden, N. J.

Date of information, May, 1899. b c

Camden, Gloucester & Woodbury Railway Co.—Chartered May 8, 1893, in perpetuity.

Capital Stock, authorized and issued, $600,000; par value, $50 per share.

Please note date of information at end of each report.

Funded Debt.—First mortgage 6 p. c. bonds outstanding, $400,000; dated May 1, 1894, due 1904; denom. $500; int. payable May and Nov., at office of Security Trust & Safe Deposit Co., of Camden, trustee of mortgage.

Operation.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.	1897.	1898.
Gross receipts	$25,066	$79,457	$135,125	$118,966	$123,424	$117,404
Op. exp. & fix'd ch.	16,412	37,194	100,357	85,346	77,206	72,826
Net income	8,654	42,262	34,768	33,620	46,218	44,578

Plant and Equipment.—Miles of track (electric), 23.10; gauge, 5 ft.; 80 lb. girder and T rail; 131 cars, of which 84 are motor cars and 47 trail cars; West. engines, Gen. Elec. and West. dynamos and motors, Brill, Lamokin, Jackson & Sharp and St. Louis cars.

Officers —Pres. J. Willard Morgan, Sec. T. P. Curly, Treas. W. J. Thompson, Supt. Wm. H. Wilson.

Directors.—J. Willard Morgan, T. P. Curley, D. Baird, Camden, N. J.; Wm. J. Thompson, H. M. Harley, H. J. West, Gloucester, N. J.; John J. Curley, G. A. Miller, Philadelphia, Pa.

General Office, Camden, N. J.

Reference.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, Feb., 1899. z

CANAL DOVER, O.

Population in 1880, 2,208, in 1890, 3,470.

Tuscarawas Electric Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT, authorized and issued, $100,000,

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 45 lb. and 80 lb. T rail; 9 motor cars; Ball engines, Gen. Elec. dynamos and motors, Stevenson cars.

OFFICERS.—Pres. E. A. Wentz, V. Pres. S. L. Holmes, Sec. & Treas. Theo. Wentz, Gen. Man. Supt. & Pur. Agt. L. P. Wentz, Ch. Engr. & Ch. Engr. of Power Station Charles Zimmerman, Elecn. Val. Schoelles.

GENERAL OFFICE, Canal Dover, O.

Date of information, May, 1899. c d

CANANDAIGUA, N. Y.

Population in 1880, 5 726, in 1890, 5,868.

Canandaigua Electric Light & Railroad Co.—Chartered Mar. 6, 1888, as the Canandaigua Electric Light Co. Charter amended and name changed July 21, 1893. Annual meeting third Tuesday in Feb. The company purchased the property and franchises of the Canandaigua Street R. R. Co., in July, 1892. This company also owns an electric lighting plant, which is covered by the capital stock and funded indebtedness given below. The plant is run by steam and water power situated five miles away. On May 16, 1899 the road passed to and was thereafter operated by George S. Hull, trustee, as mortgagee in possession.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortg. 6 p. c. gold bonds, $169,000; dated July, 1, 1897, due 1927; denom. $500; int. payable Jan. and July at office of Central National Bank, of New York; trustee of mortgage, Rochester Trust & Safe Deposit Co.

OPERATION.—The following report refers to the railway property only. Year ending June 30,

	1896.	1897.	1898.	1899.
Receipts from operation	$4,018	$4,741	$5,431	$4,798
" " other sources	113	52	100	75
" total	4,131	4,793	5,531	4,873
Operating expenses	2,306	2,395	5,320	3,378
Earnings from operation	1,825	2,398	211	1,495
Deductions from earnings.				
Taxes	158	76	238	202
Net income	1,667	2,322	*27	1,293
To surplus account	1,667	3,989	3,962	

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$	$	$ 370	$ 261
Maintenance of equipment	340	152	1,052	2,160
" " way and buildings	100	133	755	465
Transportation expenses	1,866	2,110	3,142	486
Total	$2,306	$2,395	$5,320	$3,378

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	84,841	109.604	118,492	98,624
Car miles run	75,000	74,440	64,545	46,419

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$54,118	$54,118	$58,594	$58,749
" equipment	4,000	5,379	6,118	6,670
Total	$58,118	$59,497	$64,712	$65,419
LIABILITIES.				
Capital stock	$30,000	$30,000	*$30,000	*$30,000
Funded debt			*34,712	*35,419
Loans	26,451	29,497		
Profit and loss (surplus)	1,667			
Total	$58,118	$59,497	$64,712	$65,419

*Being part of whole capital stock and funded debt charged to railroad.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 40 lb. girder rail; 8 cars, of which 3 are motor cars and 5 trail cars; Payne engines, Gen. Elec. dynamos and motors, Jones, Stephenson and American cars.

OFFICERS.—Pres. Thomas H. Fearey, V. Pres., Treas. & Gen. Man. J. H. Pardee, Sec. H. B. Ferguson.

DIRECTORS.—Thomas H. Fearey, Jno. F. Steele, Buffalo, N. Y.; F. B. Root, Warsaw, N. Y.; H. B. Ferguson, J. H. Pardee, Canandaigua.

Date of information, Feb., 1900. b c z

CANTON, O.

Population in 1880, 12,258, in 1890, 26,189.

Canton-Massillon Electric Railway Co.—Chartered 1892, as a consolidation of the Canton Street Ry. Co. and the Lakeside Street R. R. Co. The company owns the local systems in Canton and Massillon and a line connecting the two cities.

CAPITAL STOCK, authorized and issued, $525,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $300,000, issued, $118,000; dated Nov. 1, 1893, due 1912; int. payable May and Nov., at office of Central Trust Co., of New York, trustee of mortgage.

Canton Street Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $225,000; int. payable May and Nov. at National Bank of Commerce, Boston.

PLANT AND EQUIPMENT.—Miles of track (electric), 23; gauge, 4 ft.; 45 lb. and 60 lb. T rail; 45 cars, of which 25 are motor cars and 20 trail cars; Russell & Co. engines, West. dynamos, Brill and Stephenson cars.

OFFICERS.—Pres. & Treas. W. A. Lynch, V. Pres. C. A. Gates, Gen. Man. & Supt. H. C. Fogle, Sec. A. J. Underhill, Asst. Supt. L. O'Toole.

DIRECTORS.—J. W. McClymonds, J. W. Underhill, C. A. Gates, C. M. Russell, H. C. Fogle, W. L. Alexander, W. A. Lynch.

GENERAL OFFICE, 118 South Tuscarawas Street, Canton.

Date of information, May, 1899. c

CAPE GIRARDEAU, MO.

Population in 1880, 3,889, in 1890, 4,297.

Citizens Street Railway Co.

CAPITAL STOCK, authorized and issued, $20,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.5; gauge, 3 ft. 6 in., 32 lb. rail; 12 mules; 5 horse cars.

OFFICERS.—Pres. L. S. Joseph, V. Pres. Gen. Man. Supt. & Pur. Agt. William H. Coerver, Sec. Walter Albert, Treas. John L. Miller.

GENERAL OFFICE.—Cape Girardeau, Mo.

Date of information, Dec., 1898. d

CAPE MAY, N. J.

Population in 1880, 1,699, in 1890, 2,136, in 1899, 3,500.

Cape May Transportation Co.—This company leases the Cape May, Delaware Bay & Sewell's Point R. R. Co.

OFFICERS.—Pres. John W. Thompson, Sec. Thomas S. Stevens, Treas. & Gen. Man. J. Henry Edmunds.

Date of information, May, 1899. c

Cape May, Delaware Bay & Sewell's Point Railroad Co.—This is a consolidation, in 1892, of the Cape May & Sewell's Point R. R. Co., the Delaware Bay & Cape May R. R. Co. and the Cape May & Schellingers' Landing R. R. Co. This road is leased to the Cape May Transportation Co., at an annual rental of $7,500. It is operated only during the summer months.

CAPITAL STOCK, authorized and issued, $150,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. (reduced to 5 p. c. for 5 years) coupon bonds, authorized and issued, $150,000; dated Feb. 1,

1893, due 1923; int. payable Feb. and Aug., at office of New Jersey Trust & Safe Deposit Co., of Camden, trustee of mortgage.

NOTE.—By consent of bondholders, the 1895 coupons were cancelled.

OPERATION.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Gross receipts	$22,450	$27,517	$19,262	$16,998	$18,890
Op. exp. and fixed charges	19,880	30,105	15,956	15,071	15,516
Net income	2,570	*2,588	3,306	1,927	3,374

*Deficit. This deficit is due to the fact that a portion of the road was rebuilt in this year.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.8; gauge, 4 ft. 8½ in.; 45 lb. T rail; 13 cars, of which 10 are motor cars and 3 trail cars; Ball engines, West. dynamos and motors, Brill, Jackson & Sharp and Lamokin cars.

OFFICERS.—Pres. G. G. Browning, V. Pres. David Baird, Sec. J. J. Burleigh, Treas. B. C. Reeve.

GENERAL OFFICE. Camden.

Date of information, May, 1899. c

CARBONDALE, PA.

The population served by the street railway system centering at Carbondale and extending through the Lackawanna Valley, a distance of 17 miles, is said to be nearly 60,000.

The Carbondale Traction Co.—Chartered Mar. 4, 1892, for 999 years. This company has purchased all the property of the Lackawanna Valley Rapid Transit Co. The Carbondale & Forest City Passenger Street Ry. Co. was also consolidated with this company in 1896. In Aug., 1899, it was reported that the Scranton Traction Co, had purchased a controlling interest in the capital stock of this company. On Jan. 4, 1900, this property was ordered to be sold at foreclosure sale, on application of the Real Estate Trust Co., of Philadelphia.

Capital Stock, authorized and issued, $600,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated, July 1, 1892, due 1992; denom. $500 and $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Consolidated mortgage bonds, $450,000, of which $150,000 is reserved to retire first mortgage bonds, and $300,000 is to be exchanged for bonds of the Carbondale & Forest City Passenger Street Ry. Co.

Note.—The first mortgage deed provides that $2,500 shal be passed each year to a sinking fund after 1895.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.
Gross receipts	$18,244	$60 083	$61,186	$59,752
Operating expenses	21,008	01 866	44,292	44,248
Earnings from operation	*2,764	*1,783	16,794	15,504
Other expenses		2,375	14.774	11,981
Net income			2,020	3,523

*Deficit.

Balance Sheet.—Dated June 30,

	1898.	1899.
ASSETS.		
Cost of equipment	$841,588	$843,135
Cash	1,173	473
Profit and loss (deficit)	4,903	1,380
Total	$847,664	$844,988
LIABILITIES.		
Capital stock	$450,000	$450,000
Funded debt	150,000	150,000
Loans	7,434	5,780
Accounts payable	14,894	13,872
Other liabilities	225,336	225,336
Total	$847,664	$844,988

Plant and Equipment.—Miles of track (electric), 32.75; gauge, 5 ft. 2 in.; 48 lb., 50 lb. and 60 lb. T and girder rail; 24 motor cars; Erick-Corliss and A. & S. engines, Gen. Elec. dynamos, Gen. Elec., West. and Sperry motors, Jackson & Sharp, American, St. Louis, Brill and New Castle cars.

Officers.—Pres. E. E. Hendrick, Sec. & Treas. R. A. Jadwin, Gen. Man. C. E. Flynn.

Directors.—E. E. Hendrick, R. A. Jadwin, D. W. Humphrey, J. W. Aitken, N. E. Janney, R. M. Janney, Wm. F. North.

General Office, 52 Salem Ave., Carbondale, Pa.

Date of information, Dec., 1899. b x

CATSKILL, N. Y.

Population in 1880, 4,320, in 1890, 4,920.

Catskill Electric Railway Co.—Chartered Mar. 15, 1897. Annual meeting second Monday in March. This company intends to build an electric railway from Catskill Landing to Cairo, about 14.5 miles of road, with extensions to Windham and Oak Hill, and expects to place the road in operation by Sept., 1900.

CAPITAL STOCK, authorized, $400,000; paid in, $10,000.

Cost of road to Dec. 31, 1899, $15,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $400,000, issued, none; dated May 1, 1899, due 1949; denom. $1,000; int. payable (when issued) Jan. and July at office of Hamilton Trust Co., of Brooklyn, trustee of mortgage.

OFFICERS.—Pres. Louis E. Robert, Sec. & Treas. W. C. Wood (220 Quincy St., Brooklyn, N. Y.).

DIRECTORS.—Chas. S. Williamson, Wm. S. Robert, Louis E. Robert, M. W. Conway, W. C. Courtney, W. C. Wood, Daniel F. Lewis, Brooklyn, N. Y.; Schuyler Mattison, Newark, N. J.

Date of information, Mar., 1900. z

CEDAR RAPIDS, IA.

Population in 1880, 10,140, in 1890, 18.020, in 1897 (local estimates), 28,400.

Cedar Rapids & Marion City Railway Co.

CAPITAL STOCK, authorized, $400,000, issued, $316,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $250,000, issued, $165,000; dated July, 1, 1891, due 1931; int. payable Jan. and July at office of American Loan & Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT —Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 35 lb. 45 lb. and 58 lb. T and girder rail; 26 cars, of which 20 are motor cars and 6 trail cars; Allis engines, Gen. Elec. dynamos and motors, American and St. Louis cars.

OFFICERS.—Pres. P. E. Hall, V. Pres. W. D. Douglas, Sec. & Treas. John S. Ely, Gen. Supt. & Pur. Agt. F. L. Diserens, Ch. Engr. of Power Station R. H. Holbrook.

Date of information, Dec., 1899. z

CENTERVILLE, IA.

Population in 1880, 2,475, in 1890, 3,668, in 1896 (local estimates), 6 000.

People's Street Railway Co.—Chartered May 9, 1887, for 50 years Annual meeting first Monday in July.

CAPITAL STOCK, authorized, $25,000, issued, $12,000; par value, $100.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.6; gauge, 3 ft. 8 in., 20 lb. T rail; 14 horses, 3 horse cars; Robinson & Hitt and Laciede cars.

OFFICERS.—Pres. J. R. Wooden, Sec. Treas. & Supt. C. R. Wooden.

Date of information, Dec., 1899. z

CENTRALIA, ILL.

Population in 1880, 3,621, in 1890, 4,762, in 1896 (local estimates), 5 000.

Centralia & Central City Street Railway Co.—Chartered Jan., 1891, for 20 years. Municipal franchise granted July 2, 1892 for 20 years. Annual meeting first Monday in Feb.

CAPITAL STOCK, authorized, $10,000, issued, $8,260.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 25 lb. T rail; 10 horses, 10 cars.

OFFICERS.—Pres. Chauncey House, V. Pres. J. H. Johnson, Sec. & Treas. S. A. Frazier, Supt. J. M. McRoy.

DIRECTORS.—S. A. Frazier, O. C. Leffel, Chauncey House, J. H. Johnson, Norman Rexford.

GENERAL OFFICE—117 N. Locust St., Centralia, Ill.

Date of information, Feb., 1900. z

CHAMPAIGN, ILL.

Population in 1880, 5,103, in 1890, 5,839, in 1894, 8,800, in 1899, 11,000. Population of Urbana in 1899, 7,000.

Urbana & Champaign Railway, Gas and Electric Co.—This company was incorporated May 12, 1897, and purchased the properties, etc., of the old corporations and companies formerly known as the Urbana & Champaign Electric Street Ry. Co., Champaign & Urbana Gas, Light & Coke Co., Champaign Electric Light & Power Co. and West End Park Co. It operates all electric traction, lighting, power, heating, gas and amusement park systems in the cities of Champaign and Urbana.

CAPITAL STOCK, $500,000; par value, $100 per share.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized and issued, $500,000; dated July 1, 1899, due 1929; denom. $1,000; int. payable Jan. and July at office of Portland Trust Co., Portland, Me., trustee of mortgage.

$250,000 of these bonds are held to retire underlying bonds of that amount, of which $8,000 mature annually until 1917, at which time the remainder of the issue matures, and $65,000 are held in treasury for extensions and betterments.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 17 cars, of which 9 are motor cars and 8 trail cars; P. A., Ide and Russell engines, West. dynamos and motors, Brownell and Laclede cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. W. B. McKinley, V. Pres. Geo. F. Duncan, Sec. & Treas. Edward Woodman, Gen. Supt. H. J. Pepper, Ch. Engr. F. Heimlichèr, Foreman of Car Barn and Repair Shops Edw. Shirley, Supt. of Gas Dept. W. A. Bixby.

GENERAL OFFICE, Champaign, Ill.

BANKERS AND BROKERS handling the securities of this company are N. W. Harris & Co., Chicago, Boston and New York, and Jno. J. P. Adell & Co., Chicago.

Date of information, Feb., 1900. z

CHARLEROI, PA.

Charleroi, Bellevernon & Fayette City Electric Railway Co.—This road commenced operation on Mar. 4, 1898.

CAPITAL STOCK, $60,000.

FUNDED DEBT, $60,000.

LIABILITIES.	1898.	1899.
Capital stock	$ 60,000	$ 60,000
Funded debt	60,000	60,000
Interest due and accrued		600
Current liabilities	3,914	3,245
Profit and loss (surplus)		6,226
Total	$123,914	$130,071

PLANT AND EQUIPMENT.—Miles of track (electric), 2.86; gauge, 4 ft. 8½ in.; 7 motor cars.

OFFICERS.—Pres. W. L. Mellon, Sec. & Treas. John A. Irwin, Supt. Thomas Harrington.

DIRECTORS—W. L. Mellon, L. G. Woods, John A. Irwin, John S. Eberman, of Pittsburgh, Pa.; Wm. J. Berryman, of Washington, Pa.

Date of information, Feb., 1900. b

CHARLESTOWN, N. H.

Population, in 1880, 1,587; in 1890, 1,740; in 1900, 1,960.

Springfield Electric Railway Co.—This company own an electric railway running from Cheshire bridge to Charlestown and Springfield station, about two miles, which is leased to the Springfield Electric Ry. Co.,, of Springfield, Vt., for 99 years, at an annual rental of one dollar.

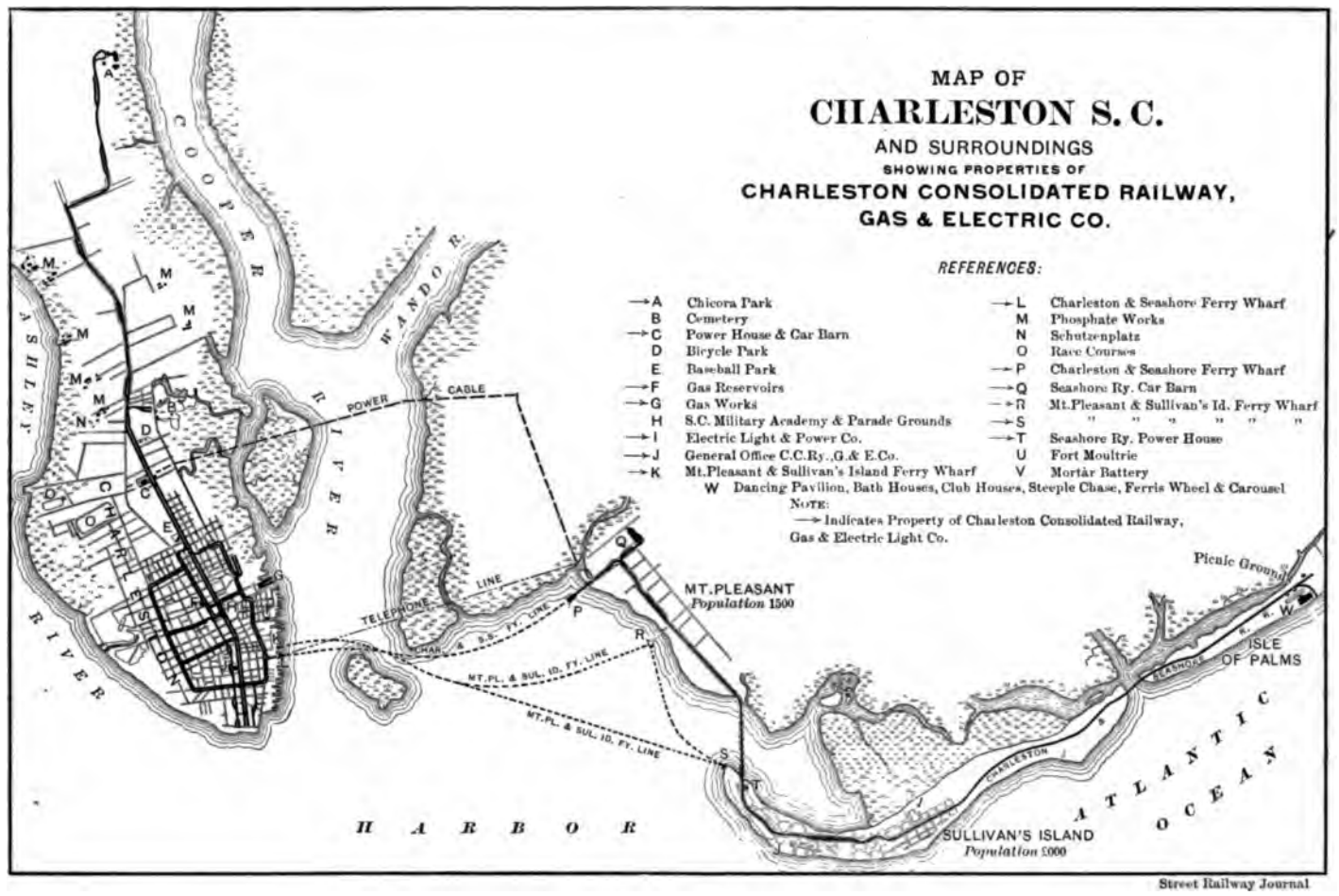
CAPITAL STOCK, $12,000.

OFFICERS.—Pres. Nathaniel G. Brooks, V. Pres. Jas. A. Hunt Sec. & Treas. Frank W. Hamlin, Gen. Man. & Supt. Edward C Crosby.

DIRECTORS.—N. G. Brooks, Jas. A. Hunt, Wm. R. Sheldon, Frank W. Hamlin, Charlestown, N. H.; Edward C. Crosby, Springfield, Vt.

GENERAL OFFICE, Charlestown, N. H.

Date of information, Jan., 1900. b



Street Railway Journal

OPERATION—	March 4 to June 30, 1898.	Year endg. June 30, 1899.
Receipts from passengers	$3,447	$16,104
" other sources	127	386
" total	3,574	16,490
Operating expenses	1,774	6,775
Earnings from operations	1,800	9,715
Deductions from earnings.		
Taxes	8	530
Interest	310	3,600
Rentals		550
Net income	1,482	6,035
Passengers carried	69,139	320,302

BALANCE SHEET, dated June 30,	1898.	1899.
ASSETS.		
Cost of road	$109,115	$112,019
Cost of equipment	8,923	14,626
Cash and current assets	5,876	3,426
Total	$123,914	$130,071

CHARLESTON, S. C.

Population in 1880, 49,984, in 1890, 54,955, in 1900 (local estimates), 68,000.

Charleston Consolidated Railway, Gas & Electric Co.—This company is a consolidation, Feb. 1899, of the Charleston City Ry. Co. and the Charleston & Seashore R. R. Co., and controls the entire street railway system of Charleston, Mt. Pleasant, Sullivan's Island and the Isle of Palms, and is also the owner of the Charleston Gas Light Co., the Charleston-Edison Light & Power Co., the Mt.

Please note date of information at end of each report.

Pleasant & Sullivan's Island Ferry Co. and the Middle Street, Sullivan's Island R. R. Co.

Capital Stock, authorized and issued, $1,500,000; par value, $100 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold coupon bonds, authorized, $2,500,000, issued, $1,664,000; in escrow (see note), $836,000; dated March 1, 1899, due 1999; denom. $1,000; int. payable Mar. and Sept., at offices of Baltimore Trust and Guarantee Co., of Baltimore, or the Carolina Savings Bank, of Charleston, S. C., trustee of mortgage, Baltimore Trust & Guarantee Co., of Baltimore, Md.

Charleston City Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, $850,000, issued (see note), $770,000; dated Jan. 1, 1898, due 1923; denom. $1,000; int. payable Jan. and July at office of Mercantile Trust & Deposit Co., of Baltimore, Md., trustee of mortgage.

Note.—Of the Charleston City Ry. Co.'s bonds issued, $14,000 have been redeemed by sinking fund, and $80,000 of the authorized issue are still reserved for extensions and improvements.

$836,000 of the Consolidated bond issue are held in escrow to redeem the bonds of Charleston City Ry. Co., described above.

Operation.—Six months ending Aug. 31,	1899.
Total receipts	$233,201
Operating expenses	146,441
Earnings from operation	86,760
Fixed charges	76,232
Net income	10,528

Plant and Equipment.—Miles of track (electric), 34.25; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T and girder rail; 88 cars, of which 53 are motor cars and 35 trail cars; 6 generators aggregating 1,725 K. W.; Harrisburg and Ball & Wood Engines of 1,600 H. P.; Jackson & Sharp, Laclede and American cars.

Officers.—Pres. Francis K. Carey, V. Pres. P. H. Gadsden, Sec. & Treas. J. Bannister Hall, Gen. Man. Nicholas S. Hill, Jr., Audr. P. J. Balaguer, Cashier M. Triest, Supt. Ry. Div. T. W. Passailaigue, Supt. Gas Div. F. H. Lane, Ch. Engr. O. Moisson, Elecn. W. W. Fuller.

Directors.—Francis K. Carey, Robert Davidson, J. Bannister Hall, Baltimore, Md.; P. H. Gadsden, Geo. W. Williams, Jr., S. H. Wilson, Wm. M. Bird, Geo. B. Edwards, Andrew Simonds, Geo. A. Wagener, Charleston, S. C.

General Office, 141 Meeting St., Charleston, S. C.

Pres. and Sec. & Treasurer's Offices, Equitable Bldg., Baltimore, Md.

Date of information, Jan., 1900. z

For map, see page 53.

CHARLESTON, W. VA.

Population in 1880, 4,192, in 1890, 6,742, in 1895, 12,500 (increase due to addition to the city of new territory), in 1897, 17,000.

Charleston Traction Co.—This company is a reorganization of the Charleston Street Railway Co. This road is at present being rebuilt.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.87; gauge, 4 ft. 8½ in.; T rail.

OFFICER.—Gen. Man. & Elecn. F. W. Sweet.

GENERAL OFFICE, 215 Kanawha St. P. O. Box 607, Charleston, W. Va.

Date of information, Feb., 1899. d z

CHARLOTTE, N. C.

Population in 1880, 7,094, in 1890, 11,555, in 1897 (city census), 21,200.

Charlotte Electric Railway, Light & Power Co.—This company operates the property owned by the Charlotte Consolidated Construction Co. In Jan., 1896, the electric lighting interests of Charlotte were merged with the street railway interests.

CAPITAL STOCK, authorized, $100,000, issued, $60,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon gold bonds, authorized and issued, $100,000; dated Jan. 1, 1892, due 1922; denom. $1,000; int. payable Jan. and July, at office of Mercantile Safe Deposit & Trust Co., of Baltimore, trustee of mortgage.

FRANCHISES.—Municipal franchises granted in 1892, expire in 1920. The company has right of way on all streets in the city.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.
Receipts from passengers	$21,533	$25,419	$27,338	$27,631
" elec. light & other sourc	4,477	27,558	25,038	26,032
" total	26,009	52,977	52,376	53,663
Operating expenses	12,111	27,164	26,133	25,899
Earnings from operation	13,898	25,813	26,243	27,764
Interest on bonds	6,000	6,000	6,000	6,000
Net income	7,898	19,813	20.243	21,764
P. c. op. exp. to total receipts	46.6	51.3	49.9	48.2

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1895.	1896.	1897.	1898.
Cost of rd., elec. light & equip.	$146,605	$171,857	$205,042	$208,954
Real estate and improvements.	25 252	52,162	25,000	25,000
Cash	1,889	7,290	5,960	5,527
Other assets	891	919	7,050	9,615
Total	$174,637	$232,228	$243,052	$249,096
LIABILITIES.				
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt	100,000	100,000	100,000	100,000
Bills payable		37,366	26,532	12,412
Other liabilities		192	1,609	
Profit and loss (surplus)	14,637	34,670	54,911	76,684
Total	$174,637	$232,228	$243,052	$249,096

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 13 motor cars; A. & S. engines, Sprague dynamos and motors, Brill and L. & F. cars.

OFFICERS.—Pres. Treas. & Pur. Agt. E. D. Latta, V. Pres. E. B. Springs, Sec. J. L. Chambers, Audr. Chas. W. Jones, Gen. Man. & Supt. F. D. Sampson.

DIRECTORS.—E. D. Latta, E. B. Springs, F. B. McDowell, J. L. Chambers, M. A. Bland.

GENERAL OFFICE, Charlotte, N. C.

Date of information, May, 1899. c d

CHARLOTTESVILLE, VA.

Population in 1880, 2,676, in 1890, 5,591, in 1894 (local estimates), 8,000.

Charlottesville City & Suburban Railway Co.—This company is a reorganization of the Piedmont Improvement & Construction Co., which was chartered 1890, as the successor to the Charlottesville & University Street Ry. Co. The capital stock and funded debt given below are for the Piedmont Improvement and Construction Co. Municipal franchise 1894, for 50 years. Annual meeting second Wednesday in Sept.

OLD CAPITAL STOCK, authorized and issued, $70,000; par value, $100 per share.

OLD FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $25,000; dated 1895, due 1915; denom. $500; int. payable at People's National Bank of Charlottesville; trustees of mortgage, John S. Patton and Frank R. Ford.

Second mortgage 5 p. c. gold coupon bonds, authorized and issued, $50,000; dated 1895, due 1915; denom. $500; int. payable at People's National Bank, of Charlottesville; trustees of mortgage, John S. Patton and Frank R. Ford.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 9 cars, of which 6 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, Brill and L. & F. cars.

OFFICERS.—Pres. T. O. Troy, V. Pres. & Counsel, D. Harmon, Sec. F. B. Peyton, Treas. J. M. Robertson, Supt. & Elecn. E. W. Hughes.

DIRECTORS.—J. B. Moon, W. Dinwiddie, H. M. Lewis, C. J. Rixey, L. T. Hanckel, W. G. Page, T. O. Troy, A. N. Peyton.

Date of information, Feb., 1899. d x

CHATTANOOGA, TENN.

Population in 1880, 12,802, in 1890, 29,100.

Chattanooga Electric Railway Co.—Chartered 1896. This company is the successor to the former company of the same name, having purchased all its property under foreclosure of mortgage in Feb., 1896. The original company was a consolidation (Jan. 1, 1891) of the City Street R. R. Co. and the Chattanooga Electric Street R. R. Co. (Inc. May, 1888).

CAPITAL STOCK, authorized and issued, $645,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, $625,000, issued, $576,000, in treasury, $49,000; coupon, but may be registered, dated Jan. 1, 1898, due 1919; int. payable Jan. and July, at office of Maryland Trust Co., of Baltimore, trustee of mortgage.

NOTE.—Of the consolidated mortgage bonds, $550,000 were issued to retire prior liens, and $26,000 were issued for miscellaneous purposes. The treasury bonds are reserved for future improvements.

PLANT AND EQUIPMENT.—Miles of track (electric), 33; gauge, 4 ft. 8½ in.; 25 lb., 63 lb. and 100 lb. T and girder rail; 51 cars, of which 35 are motor cars and 16 trail cars; A. & S., Beck and Taylor engines, Gen. Elec. dynamos and motors, Brill, St. Louis and Stephenson cars.

OFFICERS.—Pres. & Treas. J. H. Warner, V. Pres. Edw. Warner Supt. J. W. McFarland.

DIRECTORS.—Percy Warner, W. T. Adams, J. H. Warner, Edwin Warner, Frank Sparlock.

GENERAL OFFICE, 3 Market St.. Chattanooga, Tenn.

Date of information, May, 1899. c

Chattanooga & Lookout Mountain Railroad Co.—This company is the successor, by purchase, to the Chattanooga & Lookout Mountain Ry. Two and a half miles of this line on summit of the mountain has been equipped with electricity, and the line will be extended in the near future.

PLANT AND EQUIPMENT.—Miles of track (steam), 9; gauge, 4 ft. 8½ in.; 56 lb. T rail; 1 locomotive, 8 cars.

OFFICERS.—Pres. & Gen. Man. J. T. Crass, V. Pres. J. P. Sanborn, Audr. William A. Bird.

GENERAL OFFICE.—Chattanooga, Tenn.

Date of information, Dec., 1899. z

Lookout Point Incline Co.—This company is successor to the Incline & Narrow Gauge Railway Co., and is now owned and operated by the Chattanooga & Lookout Mountain Railroad (which see).

CAPITAL STOCK, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track, 2.25; operated by steam, 5, incline cable, .75; gauge 4 ft. 8½ in.; 45 lb. T rail.

Date of information, Dec., 1899. z

Signal Mountain Railway Co.—This is the successor to the Chattanooga & North Side Street Ry. Co., which was sold in June, 1896, at foreclosure sale for $8,100. This company operates the North Chattanooga Street Car Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 56 lb. girder and T rail; 11 motor cars; A. & S. engines, Thomson-Houston and Sprague dynamos and motors, Stephenson cars.

OFFICERS.—Pres. & Treas. John Orr, Sec. H. C. Beck, Supt. & Elecn. E. M. Greene.

DIRECTORS.—H. C. Beck, John Orr, S. R. Read, W. A. Sadd, W. G. M. Thomas.

GENERAL OFFICE, Times Bldg., Chattanooga, Tenn.

REFERENCE.—Description of road, Vol. X, Souv., '94, p. 29.

Date of information, Dec., 1899. z

Chattanooga Rapid Transit Co.—Charter and municipal franchises granted in 1897, in perpetuity. On Mar. 1, 1898, this company leased the Belt Railway Co.'s lines for 45 years.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $300,000; issued, $100,000; in escrow, $200,000 (see Note); denom. $1,000; dated Jan., 1900; int. payable at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—$200,000 of these bonds are held in escrow to retire prior lien and $100,000 issued for an extension to Chickamauga Park.

PLANT AND EQUIPMENT.—Miles of track (electric), 15.

OFFICERS.—Pres. S. W. Divine, V. Pres. G. W. Davenport, Sec. W. B. Royster.

DIRECTORS.—S. W. Divine, G. W. Davenport, W. B. Royster, Charles T. Divine.

GENERAL OFFICE, Chattanooga, Tenn.

Date of information, Dec., 1898. x

CHESTER, N. H.

Population in 1880, 1,136, in 1890, 1,958, of Derry, in 1897, 3,000.

Chester & Derry Railroad Association.—This company commenced operation on Oct. 1, 1896. Annual meeting May 1.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $50,000; dated June, 1896, due 1926; denom. $500; int. payable June and Dec., at office of International Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage bonds may be called for payment at 105 and accrued interest after 1901.

OPERATION.—	9 mos. ending June 30, 1897.	Year ending June 30, 1898.	Year ending June 30, 1899.
Receipts from passengers	$5,555	$8,372	$ 8,344
" " other sources	748	1 678	1,996
" total	6,302	10,050	10,340
Operating expenses	6,208	8,035	7,537
Earnings from operation	95	2,015	2,803
Deductions from earnings.			
Interest on funded debt	1,667	2,500	2,500
" " unfunded debt	28	163	277
Net deficit	1,600	648	*26

*Surplus,

OPERATING EXPENSES.	9 mos. ending June 30, 1897.	Year ending June 30, 1898.
General expenses	$ 608	$ 378
Maintenance of way and buildings	25	919
" " equipment	97	261
Transportation expenses	5,479	6,477
Total	$6,208	$8,035
STATISTICS OF TRAFFIC.		
Passengers carried	127,128	188,311
Car miles run	41,176	59,800
Total receipts per car mile	$.153	$ .168
Operating expenses per car mile	.152	.151

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$ 81,100	$ 81,100	$ 81,274	$ 81,274
Cost of equipment	10,900	11,078	11,139	12,985
Land and buildings	8,000	8,231	10,155	10,487
Cash		320	313	125
Profit and loss (deficit)		1,808	2,455	2,430
Total	$100,000	$102,537	$105,336	$107,301
LIABILITIES.				
Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt	50,000	50,000	50,000	50,000
Loans and bills payable		2,329	5,128	7,093
Accrued interest		208	208	208
Total	$100,000	$102,537	$105,336	$107,301

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 50 lb. T rail; 7 motor cars; West. dynamos and motors, Briggs cars, Peckham trucks; rent power.

OFFICERS.—Pres. C. S. Campbell, V. Pres. & Supt. Chas. Bartlett, Sec. A. H. Wilcomb, Treas. & Gen. Man. F. J. Shepard.

DIRECTORS.—C. S. Campbell, G. K. Bartlett, Chas. Bartlett, A. H. Wilcomb, N. W. Goldsmith, G. S. West, F. J. Shepard.

GENERAL OFFICE, Derry Depot, N. H.

Date of information, Jan., 1900. z

CHESTER, PA.

Population in 1880, 14,997, in 1890, 20,226, in 1896 (local estimates), 24,000, including adjacent boroughs (which are about to be consolidated with the city of Chester), 35,000.

Chester Traction Co.—Chartered Apr. 23, 1894. Annual meeting second Monday in Jan. This is a consolidation by lease of the Union Ry. Co., the Chester Street Ry. Co., the Chester & Media Electric Ry. Co., and the Chester, Darby & Philadelphia Ry. Co., comprising the entire street railway system of Chester. In 1898 the entire capital stock of the Chester Traction Co. and of the Wilmington City Ry. Co. was purchased by the Wilmington & Chester Traction Co., the capital stock of which company is now owned by the United Power & Transportation Co., of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; dated May 1, 1894, due 1914; denom. $1,000; int. payable May and Nov., at office of Delaware County Trust, Safe Deposit & Title Insurance Co., of Chester, trustee of mortgage.

OPERATION.—Year ending

	Dec. 31, 1895.	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Recipts from pass'gers.	$203,521	$205,488	$202,270	$212,858	$237,783
" " other sources.	3,476	2,617	8,646	3,357	8,280
" total	206,997	208,105	210,916	216,215	246,063
Operating expenses	101,817	*107,324	107,185	123,709	126,357
Earnings from operation	105,180	100,781	103,731	92,506	119,706
Dividends collected		6,080			
Total, all sources		106,861			
Deduction from earn.					
Interest on bonds	12,500	12,500	12,500	12,500	12,500
" " fltg. debt.	1,002				
Taxes	6,053	6,750	2,505	13,276	8,400
Rentals	43,727	49,910	53,029	43,890	49,890
Discount and interest.		1,519			
Other deductions,			1,239	1,268	6,884
Net income	41,898	36,182	34,458	21,572	42,032
Dividends paid	20,000		20,000	20,000	50,000
To surplus account	21,898	36,182	14,458	1,572	
Total surplus account	47,681	85,947	68,163	69,735	60,030

*The operating expenses for 1896 were in reality $1,623 less than for 1895. The settlement of a number of old damage suits accounts for the apparent increase.

Please note date of information at end of each report.

BALANCE SHEET.—Dated,

ASSETS.	Dec. 31, 1895.	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Cash	$	$ 1,001	$ 344	$ 9,211	$ 2,948
Investments	202,158	200,108	200,108	200,108	200,108
Damage verdicts collectible		7,120	7,364		
Betterments					57,783
Accounts collectible	10,580	5,156	3,409	3,953	6,087
Construction	609,405	614,484	616,133	616,555	616,555
Equipment	28,617	30,969	32,080	36,129	36,890
Prepaid insurances		2,044	2,344	1,190	
Supplies		7,276	6,855	9,261	14,233
Contingent expenses		3,002			2,173
Total	$850,760	$871,160	$868,638	$876,407	$936,783
LIABILITIES.					
Capital stock	$500,000	$500,000	$500,000	$500,000	$500,000
Funded debt	250,000	250,000	250,000	250,000	250,000
Accounts payable	48,955	10,158	8,663	13,532	30,323
Bills payable		22,000	39,000		91,982
Tickets outstanding		972	729		
Other liabilities	569			40,783	2,386
Cash	1,471				
Interest on bonds	2,083	2,083	2,083	2,360	2,062
Profit and loss (surplus)	47,681	85,947	68,163	69,732	60,030
Total	$850,760	$871,160	$868,638	$876,407	$936,783

PLANT AND EQUIPMENT.—Miles of track (electric), 32.87; gauge, 5 ft. 2½ in.; 60 lb. to 90 lb. T and girder rail; 69 cars, of which 59 are motor cars and 10 trail cars, 2 sweepers, 1 snow plow; 1,725 H. P. station plant; Wetherill engines, Gen. Elec. and West. dynamos and motors, Brill and Lamokin cars.

OFFICERS.—Pres. John A. Rigg, V. Pres. Henry C. Moore, Sec. & Treas. Arthur G. Jack, Supt. & Pur. Agt. Joseph C. Lugar.

DIRECTORS.—C. M. Clark, E. J. Moore, John A. Rigg, Henry C. Moore, Rob't N. Carson.

GENERAL OFFICE, 4th and Penn Sts., Chester, Pa. Pres. office, Bullitt Bldg., Philadelphia, Pa.

REFERENCE.—Car wheel records, Vol. XIII, Sept., '97, p. 541.

Date of information, Jan., 1900. b z

Union Railway Co.—Chartered Mar. 18, 1890. Annual meeting second Monday in Jan. Owned by Chester Traction Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $200,000; dated Jan. 1, 1893, due 1913; coupon, but may be registered; denom. $500 and $1,000; int. payable Jan. and July, at office of Delaware County Trust Co., of Chester, trustee of mortgage.

OFFICERS.—Pres. John A. Rigg, Sec. & Treas. Arthur G. Jack.

DIRECTORS.—E. J. Moore, C. M. Clark, John A. Rigg, Henry C. Moore, H. C. Howard.

GENERAL OFFICE, 4th and Penn Sts., Chester, Pa. Pres. office, Bullitt Bldg., Philadelphia, Pa.

Date of information, Jan., 1900. z

Chester Street Passenger Railway Co.—Chartered July 13, 1882. Annual meeting second Monday in Jan. Leased to Chester Traction Co. for $15,200 per annum, equivalent to 10 p. c. on capital stock.

CAPITAL STOCK, authorized and issued, $150,000; par value, $50 per share. Dividends 10 p. c. per annum, payable Jan. and July, by Chester Traction Co.

FUNDED DEBT.—None.

OFFICERS.—Pres. J. F. Black, Sec. & Treas. Wm. B. Harvey,

DIRECTORS.—Robert Wetherill, Wm. S. Blakely, Wm. B. Broomall, Geo. B. Lindsay, Geo. C. Hetzel, J. F. Black, Richard Wetherill.

GENERAL OFFICE, 4th & Penn Sts., Chester, Pa.

Date of information, Jan., 1900. z

Chester, Darby & Philadelphia Railway Co.—Chartered 1893. Leased to Chester Traction Co. for $13,450 per annum.

CAPITAL STOCK, $100,000. Dividends 5 p. c. payable Jan. and July per annum, amounting to 6 p. c. on capital stock, interest on bonds and tolls on telford road.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $125,000; dated July 1, 1893, due 1913; int. payable Jan. and July, at office of Delaware County Trust Co., of Chester, trustee of mortgage.

OFFICERS.—Pres. Richard Wetherill, Sec. & Treas. Wm. B. Harvey.

DIRECTORS.—Richard Wetherill, J. Frank Black, E. J. Moore, Henry C. Moore, John A. Rigg.

GENERAL OFFICE, Chester, Pa.

Date of information, Jan., 1900. z

Chester & Media Electric Railway Co.—Chartered Apr. 18, 1892. Annual meeting second Monday in Jan. Leased to Chester Traction Co., for $11,290 per annum, being 6 p. c. on stock and interest on bonds.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share. Dividends, 6 p. c. payable Jan. and July.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; coupon, but may be registered; dated Apr. 1, 1893, due 1913; denom. $1,000; int. payable Apr. and Oct.

OFFICERS.—Pres. Richard Wetherill, Sec. & Treas. Wm. B. Harvey.

DIRECTORS.—Richard Wetherill, J. Frank Black, Geo. B. Lindsay, Henry C. Moore, John A. Rigg.

GENERAL OFFICE, Chester, Pa.

Date of information, Jan., 1900. z

Philadelphia, Morton & Swathmore Street Railway Co.—This company owns the franchises of the Media, Middletown, Aston & Chester Electric Ry. Co., and is constructing an electric railway from Darby to Media and Darby to Chester, practically connecting Philadelphia with Chester via Morton and Swathmore. Construction work is about completed and the road will soon be placed in operation.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 5 ft. 2 in.; 70 lb. T rail.

OFFICERS.—Pres. & Gen. Man. F. W. Hammett, Sec. E. J. Hasse, Ch. Engrs. Harris & Damon.

GENERAL OFFICE, Chester, Pa.

Date of information, Feb., 1900. x

CHICAGO, ILL.

Population in 1880, 503,185, in 1890, 1,099,850, in 1896 (local estimates), 2,000,000.

Chicago Union Traction Co.—Incorporated June 3, 1899. This company purchased for cash $3,200,000 of the stock of the West Chicago Street R. R. Co., and $2,000,000 of the stock of the North Chicago Street R. R. Co., and the two companies were leased to this company in June, 1899, the West Chicago R. R., at a yearly rental of 6 p. c. on its capital stock outstanding ($13,189,000), and the North Chicago R. R. at a yearly rental of 12 p. c. on its capital stock outstanding ($7,920,000). It is understood that $500,000 of the stock of this company is owned by the American Railways Co. of Philadelphia.

Capital Stock.—Common, authorized and issued, $20,000,000; par value, $100 per share.

Preferred, 5 p. c. authorized and issued, $12,000,000. Dividends paid, 1¼ p. c. quarterly on preferred stock.

Officers.—Pres. Jesse Spalding, 1st V. Pres. & Gen. Man. John M. Roach, 2nd V. Pres. R. A. C. Smith, 3rd V. Pres. W. H. Wilson, Treas. James H. Eckles, Sec. and Asst. Treas. Markham B. Orde.

Directors.—Wm. L. Elkins, P. A. B. Widener, Phila., Pa; H, B. Hollins, R. A. C. Smith, W. T. Johnston, N. Y. City; C. K. G. Billings, Chas. L. Hutchinson, W. H. Wilson, Jesse Spaulding, Wm. Dickenson, J. V. Clark, Chicago.

Date of information, Feb., 1900. x

For map of system, see inset between pages 60 and 61.

North Chicago Street Railroad Co.—Chartered May 18, 1886, for 99 years. Annual meeting in Jan. In 1898, $1,320,000 new capital stock was issued for extensions and to retire $500,000, 6 p. c. certificates of indebtedness of 1891. In June, 1899, this company was leased to the Chicago Union Traction Co., at a yearly rental of 12 p. c. on its capital stock.

Capital Stock, authorized, $10,000,000, issued, $7,920,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $3,171,000; coupon, but may be registered; dated 1886, due $1,500,000 in 1906, $1,250,000 in 1909, $421,000, in 1916; int. payable Jan. and July, at office of the company in Chicago; trustee of mortgage, Fidelity Investment Trust & Safe Deposit Co., of Philadelphia.

6 p. c. certificates of indebtedness, $1,260,000; dated Jan. 4, 1895, due 1900 to 1915; int. payable Jan. and July in Chicago.

North Chicago City Ry. Co.'s first mortgage 6 p. c. bonds, $500,000; coupon, but may be registered; dated 1880, due 1900; int. payable Jan. and July, at office of Merchants' Loan & Trust Co., of Chicago, trustee of mortgage.

North Chicago City Ry. Co.'s second mortgage 4½ p. c. bonds, authorized and issued, $2,500,000; coupon, but may be registered; dated 1887, due 1927; int. payable May and Nov., at office of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

The company has guaranteed the principal and interest of $688,000 of the bonds of the North Chicago Electric Railway Co., $255,000 of the bonds of the Chicago Electric Transit Co., $30,000 of the Evanston Electric Ry. Co., and $155,000 of the bonds of the North Side Electric Ry. Co., all of which companies are now owned by the Chicago Consolidated Traction Co. It is understood, however, the guarantees of the North Chicago Street R. R. Co. are still in force.

Note.—The original issue of the company's first mortgage bonds was $1,500,000. Subsequent issues have been made under a clause in the mortgage providing that with the consent of the trustees, addi-

tional bonds may be issued for permanent improvements to an amount equal to 75 p. c. of their actual cost.

Leased Roads.—The company owns a controlling interest ($250,100 out of $500,000) in the capital stock of the North Chicago City Railway Co. (acquired in 1886) and operates the lines of that company under a 999 year lease, dated May 24, 1886, by the terms of which the company assumes the principal and interest of the lessor's bonded indebtedness and other liabilities, and pays as rental $30 per share on the outstanding capital stock ($249,900).

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Receipts pass..	$2,479,813	$2,694,359	$2,826,800	$2,818,399	$2,921,425
" other..	85,805	86,128	86,909	93,154	83,898
" total..	2,565,618	2,780,487	2,913,709	2,911,552	3,015,323
Operating exp.	1,347,326	1,312,107	1,394,387	1,319,927	1,390,681
Earnings op'n..	1,218,292	1,468,380	1,519,322	1,591,626	1,624,642
Fixed charges.	465,648	471,252	524,231	636,463	543,665
Net income....	752,644	997,128	995,091	955,163	1,080,977
Dividends paid	659,913	659,922	758,901	791,943	870,957
To surp. acct..	92,731	337,206	236,190	163,220	210,020
Tot'l surp.acct.	1,357,076	1,694,281	1,930,470		
Ext'a div.20 p.c.		1,100,000	1,100,000		
Net surplus....		594,281	830,470		
P. c. op. exp. to total recpts..	52.5	47.2	47.8	45.3	46.1

STATISTICS OF OPERATION.

Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Pass. carr'd..	49,571,483	53,887,428	56,523,620	56,354,147	58,422,071
Miles run, c..		5,223,000			19,972,589
" " e..		2,727,000			
" " h..		1,727,000			
" " tot'l.	8,793,587	9,697,000	10,590,036	10,644,270	10,916,737
Op. exp. car mile, cable.	$.1302	$.1255	$.1300	$.1340	$.1350
Op. exp. car mile, elec'c.		.1100	.1250	.1140	.1190
Op. exp. car mile, horse.	.1899	.2000	.2200	.2060	.2590
Op. exp. car mile, aver'e.	.1532	.1360	.1583	.1513	.1710

Dividends, in 1890, 7 p. c.; in 1891, 8 p. c.; in 1892, 11.5 p. c.; in 1893, 11.5 p. c.; in 1894, 12 p. c.; in 1895, 12 p. c. and 20 p. c. extra; in 1896, 12 p. c.; in 1897, 12 p. c.; in 1898, 12 p. c. Dividends payable quarterly, in Jan., Apr., July, Oct. Dividends on North Chicago City Ry. stock 30 p. c., payable Jan., Apr., July, Oct.

Plant and Equipment.—Miles of track, 101; operated by electricity, 84, by cable, 17; gauge, 4 ft. 8½ in.; 75 lb. and 85 lb. girder rail; 1,000 horses. 915 cars, of which 282 are motor cars, 126 are grip cars and 507 trail cars; Wetherill, Allis and Fraser & Chalmers engines, Gen. Elec. dynamos and motors, Brownell, American, Stephenson, Pullman and Brill cars.

Officers.—Pres. Daniel T. Hunt, V. Pres. J. A. Rose, 2nd V. Pres. & Gen. Man. John M. Roach, Sec. F. E. Smith, Treas. J. H. Eckles, Asst. Treas. M. B. Orde, Supt. T. A. Henderson, Elecn. Jas. R. Chapman.

Directors.—Daniel T. Hunt. F. H. Winston, W. F. Furbeck, J. Charles Moore, Benjamin B. Lamb.

General Office, 444 No. Clark St.

References.—Description of road, Vol. VI., May, '90, p. 213 (ill.); Vol. IX, Jan., '93, p. 34 (ill.); Vol. X, Aug., '94, p. 514; description of power plant, Vol. XI, Mar., '95, p. 165 (ill.); description of loop, Vol. IX, Mar., '93, p. 163; description of fire, Vol. IX, Dec., '93, p. 836; annual report in full, Vol. IX, Feb., '93, p. 97; Vol. X, Feb., '94, p. 115; Vol. X, Feb., '94, p. 132; Vol. XI, Feb., '95, p. 118; description of road, Vol. XIII, Feb., '97, p. 115 (ill.); description of power plant, Vol. XII, Oct., '96, p. 659 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 605; annual report, Vol. XV, Feb. '99, p. 105.

Date of information, Feb., 1900. x

For map of system, see inset between pages 60 and 61.

West Chicago Street Railroad Co.—Chartered July 19, 1887. Annual meeting in Jan. In June, 1899, this company was leased to the Chicago Union Traction Co. at a yearly rental of 6 p. c. on its capital stock.

Capital Stock, authorized, $20,000,000, issued, $13,189,000; par value, $100 per share.

Funded Debt, as follows:

First mortgage 5 p. c. coupon bonds, authorized, $4,100,000, outstanding $3,917,000; dated May 1, 1888, due 1928; denom. $1,000; int. payable May and Nov., in Chicago; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago.

Consolidated mortgage 5 p. c. gold bonds, authorized, $12,500,000, issued, $6,083,000, in escrow (see Note), $3,969,000, in treasury, $2,500,000; coupon, but may be registered; dated 1896, due Nov. 1, 1936; denom. $1,000; int. payable May and Nov., in New York and Chicago; trustees of mortgage, Central Trust Co., of New York, and Geo. Sherman.

Debenture 6 p. c. bonds, $612,000; coupon, but may be registered; dated Dec. 1, 1894, due 1914, but subject to call; denom. $1,000; int. payable June and Dec., at office of company.

Chicago West Division Ry. Co.'s first mortgage 4½ p. c. bonds, outstanding, $4,070,000; dated July 1, 1892, due 1932; denom. $1,000; int. payable Jan. and July, at company's office; trustee of mortgage, Merchants' Loan and Trust Co.

Chicago Passenger Ry. Co's. first mortgage 6 p. c. bonds, authorized and issued, $400,000; coupon, but may be registered; dated Aug. 1, 1885, due 1903; denom. $1,000; int. payable Feb. and Aug.

Chicago Passenger Ry. Co.'s consolidated mortgage 5 p.c. bonds, authorized $2,000,000, issued, $600,000; coupon, but may be registered; dated Nov. 1, 1896, due 1936; denom. $1,000; int. payable May and Nov. at Equitable Trust Co., trustee of mortgage.

West Chicago Street R. R. Tunnel Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Feb. 1, 1889, due 1909; int. payable Feb. and Aug. in Chicago.

Power House mortgages of 1928-29 (int. 5 p. c.) $204,000.

The company has guaranteed the principal and interest of $180,000 of the bonds of the North Chicago Electric Ry. Co., $842,000 of the bonds of the Chicago Electric Transit Co., the $2,000,000 issue of the Cicero & Proviso Street Ry. Co. and $500,000 first mortgage bonds of the Ogden Street Ry. Co., all of which companies are now owned by the Chicago Consolidated Traction Co. It is understood, however, the guarantees of the West Chicago Street R. R. Co., are still in force.

Note.—$6,031,000 of the consolidated mortgage bonds have been issued for the purpose of retiring $2,700,000 outstanding 6 p. c. debenture bonds, and the floating debt, amounting to about $3,000,000. In Mar., 1898, the company wrote that $2,000,000 of the 6 p. c. debenture bonds had been taken up. $3,969,000 of the consolidated mortgage bonds are held in escrow to retire an equal amount of first mortgage bonds. $2,500,000 of the consolidated mortgage bonds are held in the treasury and will only be issued for permanent improvements to the property, or for the acquirement or construction of new lines, at a rate not to exceed 75 p. c. of the cost of such additional acquisitions.

The bonds of the West Chicago Street R. R. Tunnel Co. are secured by a first mortgage on real estate and tunnel property costing $2,515,000, of which the real estate alone cost, $715,000.

In Mar. 1896, the stockholders of the Chicago Passenger Ry. Co. authorized the directors to increase its capital stock from $1,000,000 to $2,000,000, and to issue additional bonds to the amount of $1,000,000. It is understood that $730,000 of the new stock was subscribed for at par by the trustee representing the interest of the West Chicago Street R. R. Co. in the capital stock of the Chicago Passenger Ry. Co., and the remainder was taken at par by the outside stockholders. The bonds will be sold to reimburse the West Chicago R. R. Co. for its expenditures upon the system of the Chicago Passenger Ry. Co.

Leased Roads.—The company owns a controlling interest ($625,100 out of $1,250,000) of the capital stock of the Chicago West Division Ry. Co. and operates it under a 99 year lease, by the terms of which the company assumes the principal and interest of the lessor's funded indebtedness and pays as rental 35 p. c. per annum on the outstanding capital stock ($624,900.)

The Chicago West Division Ry. Co. owns a controlling interest ($1,460,000 out of $2,000,000) of the capital stock of the Chicago Passenger Ry. Co., and the company also operates this property under a 99 year lease, having assumed the lessor's funded indebtedness and agreed to pay 5 p. c. per annum on its entire capital stock.

The company operates the West Chicago Street R. R. Tunnel Co.'s property under a 999 year lease made in 1889, by the terms of which the company agrees to pay an annual toll on each car passing through the tunnel, to form a rental which shall never fall below an amount sufficient to pay the interest on the bonds and to provide a sinking fund for their retirement.

The company formerly leased the property of the Cicero & Proviso Street Ry. Co., and the Ogden Street Ry. Co., but these companies are now owned by the Chicago Consolidated Traction Co.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Rects. pass....	$4,142,453	$4,157,281	$3,973,895		
" other...	38,784	44,240	45,053		
" total....	4,181,237	4,201,477	4,018,948	$3,899,918	$4,031,904
Op. exp.....	2,518,626	2,267,195	2,138,378	1,929,664	2,017,947
Earn'gs op'n...	1,662,610	1,934,282	1,880,569	1,970,254	2,013,957
Deduc. earns.					
Int. on b'nds..	240,862	241,813	241,800		
Taxes & int..	128,108	169,702	280,906	1,136,185	1,198,001
Rentals.....	490,500	490,500	493,407		
Net income....	803,139	1,032,266	864,455	834,069	815,956
Div. paid.....	1,184,298	791,340	791,340	791,340	791,340
To surp. acct..	*381,159	240,926	73,115	42,729	24,216
P. c. div. paid..	9	6	6	6	6
P. c. op. exp. to tot. rects..	60.25	54.0	53.2	49.5	50.4

* Deficit.

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1894.	1896.	1897.	1898.
Pass. carried, cable cars.	45,181,243			51,643,118
" " horse " .	40,106,059			239,249
" " elec. " .				28,718,138
" " total.....	85,287,302			80,600,505
Miles run, cable cars....	7,370,611			
" " horse " ...	8,300,889			
" " total.....	15,671,500			
Op. exp. c. mile cable c.	$.1346	$.1388	$.1542	
" " elec. c..		.1069	.1085	
" " h. c....	.1838	.2077	.1615	
" " aver...	.1607	.1511		
Cost per pass. carried...		.0387	.0390	
Pass. rects. c. mile cable c.	.3007			
" " " h. c....	.2320			
" " " eq. c...	.2643			

Dividends, in 1889, 5 p. c.; in 1890, 5 p. c.; in 1891, 4¼ p. c.; in 1892, 8¼ p. c.; in 1893, 9 p. c.; in 1894, 9 p. c.; in 1895, 6 p. c.; in 1896, 6.3-5 p. c.; in 1897 and 1898, 6.3 p. c. Dividends payable quarterly in Feb., May, Aug., Nov.

Plant and Equipment.—Miles of track, 202.7; operated by electricity 165.68, by cable 30.42, by horses 6.6; gauge, 4 ft. 8½ in.; 43 lb. to 90 lb. tram and girder rail; 165 horses, 1,896 cars, of which 325 are motor cars, 200 are grip cars, and 1,371 trail and horse cars, 107 sweepers and snow plows.

Officers.—Pres. Daniel T. Hunt, V. Pres. & Gen. Man. J. M. Roach, 2d V. Pres. J. A. Rose, Sec. F. E. Smith, Treas. J. H. Eckles, Asst. Sec. W. S. Bell, Asst. Treas. M. B. Orde, Supt. F. L. Fuller, Pur. Agt. E. A. Blodgett, Ch. Engr. J. Z. Murphy, Elecn. James R. Chapman.

Directors.—Daniel T. Hunt, J. M. Roach, H. J. Weeks, S. W. Rawson, F. H. Winston, W. F. Furbeck and George A. Yuille.

General Office, 89 West Washington St.

References.—Description of road, Vol VI, May, '90, p. 213 (ill.); Vol. IX, Jan, '93, p. 34; Vol. X, Aug., '94, p. 514; description of power plant, Vol. VI, June, '90, p. 281 (ill.); description of Milwaukee Ave. power plant, Vol. VII, Oct., '91, p. 511 (ill.); description of power plant, Vol. VIII, Nov.. '92, p. 690 (ill.); description of Blue Island Ave. power plant, Vol. IX, Sept., '93, p. 594 (ill.): description of power plant, Vol. XI, Mar., '95, p. 165 (ill.); description of car shops, Vol. VII, Mar., '91, p. 122 (ill.); description of tunnel, Vol. VIII, Apr., '92, p. 244 (ill.); description of track, new loop, Vol. IX, Jan., '93, p. 13 (ill.); description of tunnel, Vol. X, May, '94, p. 290; increase of stock, Vol. IX, Sept., '93, p. 617; increase of bonds, Vol. XI, Mar., '95, p. 183; operating detail, sw. and sig. tower, Vol. VIII, Feb., '92. p. 70 (ill.); App. and Agr. blanks, Vol. IX, Feb., '93, p. 91; annual reports, Vol. IX, Feb., 93, p. 97; Vol. X, Feb., '94, p. 115; Vol. X, Feb., '94, 132; Vol. XI, Feb., '95, p. 118; improvements, Vol. VII, Oct., '91, p. 508; description of repair shop, Vol. XII, Apr. '96, p. 224 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 605; annual report, Vol. XV, Feb. '99, p. 105.

Date of information, Feb., 1900. x

For map of system, see inset between pages 60 and 61.

Chicago Consolidated Traction Co.—Chartered Jan. 28, 1899. On Feb. 27, 1899, this company purchased the entire property and assets of the following companies, exchanging for the capital stock of these companies its own capital stock in the proportion given below:

	Old stock.	New stk. received.
Evanston Electric Ry. Co.....	$ 1,000,000	$ 500,000
North Chicago Electric Ry. Co.*.....	2,000,000	3,500,000
Chicago Electric Transit Co.....	1,500,000	3,750,000
Ogden Street Ry. Co.....	2,000,000	1,100,000
Cicero & Proviso Street Ry. Co.....	2,500,000	1,550,000
North Side Electric Street Ry. Co....	1,500,000	3,000,000
Chicago, Jefferson & Urban Transit Co.	2,000,000	1,100,000
	$12,500,000	$14,500,000

*Including the Chicago North Shore Street Ry. Co.

The lines of this company extend over the entire North, Northwest, West and Southwest sections of the city of Chicago, and connect at their respective terminal points with the lines of the North & West Chicago Street Railroad systems.

Capital Stock, authorized and issued, $15,000,000, par value $100 per share. $14,500,000 of this capital stock was issued in exchange for $12,500.000 capital stock of underlying companies, as mentioned above, and of the balance, $500,000, was sold for cash, part of which was used to pay off obligations of the purchased companies and the remainder, $200,000, is in the bank.

Funded Debt.—The company has no direct funded indebtedness of its own, but assumes the following obligations of the purchased companies:

	Int.	Per ct.	Amt. Outstg.
North Side Elec. St. Ry. Co's. 1st mortgage		6	$ 155,000
Chicago Elec. Transit Co's. " "		6	1,097,000
North Chicago Elec. Ry. Co's. " "		6	808,000
*Chicago No. Shore St. Ry. Co's. " "		6	675,000
" " " " " " int. on stock.		6	650,000
Evanston Electric Ry. Co's. 1st. mortgage		6	130,000
Cicero & Proviso St. Ry. Co's. " "		6	474,000
" " " " " con. bonds.		5	1,078,000
Ogden Street Ry. Co's. 1st mortgage			750,000
Chic. Jefferson & Urban Trans. Co's. 1st mort.			208,000
Total.....			$6,085,000

*Guaranteed by the North Chicago Electric Ry. Co.

By the terms of the trust deeds of the above named mortgages, there can be no more bonds issued, except for construction and then for only 75 per cent. of the actual expenditure therefore. The Chicago Consolidated Traction Company has guaranteed the bonds of the subsidiary companies and an additional guarantee of the North Chicago Street Ry. Company is also placed upon $1,228,000 of the above stated issues and the guarantee of the West Chicago Street R. R. Co. upon $3,058,000 thereof.

Operation.—The following is a combination of the operating reports of all the companies now included in this system for the

Year ending Dec. 31, 1898.

Gross receipts.....	$1,026,781
Operating expenses.....	620,488
Earnings from operation.....	406,293
Fixed charges.....	337,459
Net income.....	68,834

Balance Sheet.—Dated Feb. 27, 1899.

ASSETS.

Construction road bed, power house, car houses, rolling stock, and rights of way.....	$20,953,464.74
Real estate.....	13,312.94
Material and supplies on hand.....	3,995.80
Cash in bank.....	286,779.98
Bills and accounts receivable.....	73,066.14
Suspense accounts, including taxes and insurance to be prorated monthly.....	8,948.01
Chicago North Shore Street Railway Co. lessors (account paving).....	10,284.87
Total.....	$21,349,852.48

LIABILITIES.

Consolidated mortgage 5 p. ct. bonds, C. & P. St. Ry.	$21,078,000.00
Stock of C. N. S. St. Ry. Co. (6 p. ct. guaranteed)....	650,000.00
Accounts payable.....	59,603.19
Bills payable.....	12,485.00
Unpaid coupons (not presented).....	1,860.00
Accrued coupon interest.....	65,559.91
Accrued rental of leased roads (C. N. S. St. Ry. Co.).	10,125.00
Employees' deposits.....	2,930.00
Deferred paving.....	11,070.00
Unearned advertising.....	240.00
Surplus.....	100,979.38
Total.....	$21,349,852.48

Plant and Equipment.—Miles of track (electric), 205.6; gauge, 4 ft. 8½ ins.; 75 lb. to 85 lb. girder rail; 331 cars, of which 269 are motor cars and 62 trail cars, 208 motor equipments.

Officers.—Pres. Chas. T. Yerkes, V. Pres L. S. Owsley, Sec. & Treas. C. F. Marlow.

Directors.—Charles T. Yerkes, H. G. Foreman, John R. Walsh, B. B. Lamb, H. T. Weeks.

General Offices and Transfer Office 54 Wall St., New York City, and 617 Royal Insurance Bldg., Chicago.

Date of information, Jan., 1900. x

For map of system, see inset between pages 60 and 61.

Chicago City Railway Co.—Chartered Feb. 14, 1859, for 99 years. Annual meeting in Jan.

Capital Stock, authorized, $14,000,000, issued, $13,000,000; par value, $100 per share. On Jan. 16, the stockholders authorized an increase of capital stock from $12,000,000 to $14,000,000, increase to be made at such time and in such amounts as the directors may deem advisable.

Funded Debt.—First mortgage 4½ p. c. bonds, authorized, $6,000,000, issued, $4,619,500; coupon, but may be registered; dated July 1, 1881, due 1901, but redeemable at option of company at any time on 60 days' notice; denom. $100, $500 and $1000; int., payable Jan. and July in Chicago; trustee of mortgage, Charles L. Hutchinson, of Chicago.

Please note date of information at end of each report.

Operation.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Rects fr'm pass..	$4,440,323	$4,761,946	$4,781,055	$4,799,606	$5,162,665
" other sources	36,501	46,921	35,461	33,200	31,774
" total.....	4,476,824	4,808,867	4,816,516	4,832'806	5,194,439
Operating exp's (inc'ing taxes).	2,807,726	2,977,209	2,908,982	2,926,490	3,325,677
E'rn'gs fr'm op'n	1,669,098	1,831,658	1,907,534	1,906,316	1,868,762
Deduc. fr'm earn.					
Int. on bonds.	207,878	207,878	207,878	207,878	207,878
Depreci'n and new rails...	92,510	181,568	50,000		
Cars and car equipment.....				90,000	
Net income.....	1,368,710	1,442,212	1,649,656	1,608,438	1,660,884
Dividends paid..	1,140,000	1,289,787	1,440.000	1,440,000	1,499,997
To surplus acct..	228,710	152,425	209,656	168,468	160,887
P. c. op. exp. to total receipts..	62.7	61.9	60.8	60.97	64.02
Daily receipts...				13,150	14,144

STATISTICS OF OPERATION.

Year ending Dec.	31,1896.	1897.	1898.	1899.
Pass. carried, cable	46,435,411	41,444,636	38,482,628	38,428,405
" " horse..	2,874,631	691,051	477,313	629,346
" " electric	45,928,873	53,485,425	57.032,173	64,195,549
" " total...	95,238,915	95,621,112	95,992,114	103,253,300
Miles run, cable...	13,908,190	12,562,610	11,678,020	11,741,840
" " horse...	626,690	198,860	143,000	111,470
" " electric.	10,018,020	11,616,530	12,563,380	14,517,690
" " total....	24,552,900	24,378,000	24,385,300	26,371,000
Pass.rec.car mile,c.	$.16694	$.16495	$.16477	$.19577
" " " h.	.22935	.17375	.16585	
" " " e.	.22923	.23021	.22698	
Op. exp. car mile, c.	.1054	.10706	.10815	
" " h.	.2589	.24096	.27258	
" " e.	.1347	.13051	.12929	
" " av'ge	.1213	.11932	.12001	.12611

Dividends, 12 p. c. per annum. In 1893, 24 p. c. Dividends payable quarterly, Jan., Apr., July and Oct.

Plant and Equipment.—Miles of track,205.49; operated by horses, 1.74, by electricity, 169, by cable, 34.75; gauge, 4 ft. 8½ in.; 78 lb. to 85 lb. girder rail; 193 horses, 1,946 cars, of which 920 are motor cars, 269 are grip cars, 2 mail cars and 755 trail cars; West. dynamos and West. and Gen. Elec. motors, own cars, McGuire trucks.

Officers.—Pres. D. G. Hamilton, 1st V. Pres. Joseph Leiter, 2d V. Pres. Wm. B. Walker, Treas. Thomas C. Penington, Sec. Frank R. Greene, Auditor C. N. Duffy, Gen. Man. Robt. McCulloch.

Directors.—Samuel W. Allerton, Joseph Leiter, D. G. Hamilton, William B. Walker, George H. Wheeler, George T. Smith, Arthur Orr.

General Office, 2020 State St.

References.—Description of road, Vol. VIII, Dec., '92, p. 724 (ill.); Vol. IX, Jan., '93, p. 34; Vol. X, Aug., '94, p. 510 (ill.); description of new elec. power plant, Vol. IX, Aug., '93, p. 510 (ill.); description of engine room, Vol. VIII, June, '92, p. 333 (ill.); description of loop, Vol. VIII, July, '92, p. 394; description of signal tower, Vol. IX, May, '93, p. 326; description of system of cable handling, Vol. X, Aug., '94, p. 496 (ill.); coal consumption, Vol. X, Aug., '94, p. 497; description of switching system, Vol. X, Sept., '94, p. 577 (ill.); description of track crossings, Vol. XI, Jan., '95, p. 44 (ill.); description of tower wagon, Vol. XI, Mar., '95, p. 149 (ill.); description of tunnel construction on 21st St., Vol. XI, Mar., '95, p. 170 (ill.); repairing split gear, Vol. XI, Mar., '95, p. 171 (ill.); operating detail, snow and wreckage, Vol. XI, Mar., '95, p. 157; annual reports, Vol. IX, Feb., '93, p. 96; Vol. X, Feb., '94, p. 115; Vol. X, Feb., '94, p. 133; Vol. XI, Feb., '95, p. 118; description of road, Vol. IX, Mar., '93, p. 162; description of power plant, Vol. XI, Souv.,'95, p. 68 (ill.); description of electric transfer table, Vol. XI, May, '95, p. 309 (ill.); description of power plant, Vol. XIII, Mar., '97, p. 163 (ill.); recent extensions (brief), Vol. XII, Dec., '96, p. 757; description of road (brief), Vol. XII, Oct., '96, p. 604; operating detail, Vol. XII, Aug., '96, p. 468 (ill.); new motors (brief), Vol. XII, July, '96, p. 441 (ill.); operating detail, Vol. XII, July, '96, p. 402 (ill); proposed extensions (brief), Vol. XII, May, '96, p. 281; party car and mail car, Vol. XII, June, '96, p. 359 (ill.); operating detail (brief), Vol. XII, June, '96, p. 357; annual report, Vol. XIV, Feb., '98, p. 104; track indicator car, Vol. XIII, June, '97, p. 364 (ill.); new car coupler, Vol. XIII, June, '97, p. 367 (ill.); handling of controllers, Vol. XIII, Sept., '97, p. 538 (ill.); operating detail, Vol. XV, Feb., '99, p. 105; repair shop records, Vol. XV, Apr., '99, p. 222.

Date of information, Jan., 1900. x z

For map of system, see inset between pages 60 and 61.

The Calumet Electric Street Railway Co.—Chartered 1890. This company has leased a portion of the lines of the Chicago Electric Traction Co., and makes connection with the South Side Elevated R. R. Co.'s line at South Park Avenue, giving direct rapid transit to the center of the city for all the outlying districts of South Chicago, Parkside, Manhattan and Cheltenham Beaches, Robey and Hammond, Ind., also Burnside, Auburn Park, Roseland, Kensington, West Pullman, Pullman and Fernwood. It makes direct connection with the lines of the Chicago City Ry. Co. at these points, and also connects with the South Side Elevated R. R. Co.'s line at Stony Island Ave. and 63d St., and with the Illinois Central R. R. at Grand Crossing and at 67th St. Receiver was appointed for this road on Apr. 30, 1897.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, outstanding, $51,000; dated Sept. 1, 1892, due 1912; int. payable Mar. and Sept.

Consolidated mortgage 5 p. c. gold bonds, authorized, $3,000,000; issued, $2,949,000; coupon, but may be registered; dated Nov. 1, 1894, due, 1909; denom $1,000; int. payable May and Nov., at office of The Equitable Trust Co., of Chicago, trustee of mortgage.

Receiver's 5 p. c. certificates, authorized, $850,000; issued, $447,000; dated July 1, 1899, redeemable July 1, 1904.

Plant and Equipment.—Miles of main line, 48, of second track, 42, total track (electric), 90; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 227 cars, of which 115 are motor cars and 112 trail cars; Ball, Buckeye and A. & S. engines, Gen. Elec., Walker and Detroit dynamos and motors, American, Lamokin, Pullman and St. Louis cars.

Officers.—Receiver John McNulta, Pres. John Farson, Sec. & Treas. H. B. White, Gen. Man. H. M. Sloan.

Directors.—John McNulta, G. E. Adams, John Farson, Charles R. Corwith, E. A. Frost.

General Office, 188 Madison St., Chicago, Ill.

References.—Description of road, Vol. IX, Mar., '93, p. 161 (ill.); increase of bonds, Vol. XI, Mar., '95, p. 183; lease (brief), Vol. XII, Aug., '96, p. 473; recent extensions (brief), Vol. XII, Dec., '96, p. 757.

Date of information, Feb., 1900. z

For map of system, see inset between pages 60 and 61.

Chicago Electric Traction Co.—Chartered Jan. 3, 1898, for 50 years. Municipal franchises granted at various times from 1893-97, for periods of 20 to 50 years. This is a reorganization of The Englewood & Chicago Electric Street Railway, which was sold at foreclosure sale Oct. 12, 1897 (confirmed Nov. 19, 1897). This company owns the franchises originally owned by the Harvey Transit Co., which was absorbed by the Harvey Water & Light Co., of Harvey, Ill.

Capital Stock, authorized, $2,000,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $500,000; dated Jan. 1, 1898, due 1928; denom. $1,000; int. payable Jan. and July at office of Manhattan Trust Co. of New York; trustees of mortgage, J. Kean and Manhattan Trust Co.

Second mortgage, 5 p. c. gold coupon bonds, authorized, $1,000,000; dated Jan. 1, 1898, due 1928; denom. $1,000.

Second mortgage bonds are debentures for first 5 years only.

Plant and Equipment.—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 65 cars, of which 45 are motor cars and 20 trail cars; Bullock engines, E. S. B. batteries, St. Louis cars, Dupont trucks.

Officers.—Pres. Isaac L. Rice, V. Pres. H. Atkinson, Sec. & Gen. Man. E. R. Gilbert, Treas. J. S. Bache, Supt. A. E. Davies.

Directors.—Samuel R. Shipley, Henry Levis, Philadelphia; Isaac L. Rice, H. Atkinson, Jules S. Bache, New York; Charles R. Holden, Carl Meyer, E. R. Gilbert, William L. Tibbs, Thomas A. Moran, Jr., Alfred S. Austrian.

General Offices, 88th St. and Vincennes Road.

References.—Results of storage battery traction, Vol. XIV, Jan. '98, p. 43.

Date of information, Jan., 1900. z

For map of system, see inset between pages 60 and 61.

Chicago General Railway Co.—Chartered Oct. 21, 1893. Annual meeting second Monday in Jan. In May, 1896, the West & South Towns Street Ry. Co. was consolidated with this company.

Capital Stock, authorized, $10,000,000, issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued, $1,500,000, outstanding, $970,000, in escrow (see Note), $530,000; dated Nov. 1 1895, due 1935, but subject to call at 105 and interest on Nov. 1, 1905, or semi-annually thereafter; coupon but may be registered; denom. $500 and $1,000; int. payable May and Nov., at office of Merchants' Loan & Trust Co., of Chicago trustee of mortgage.

West & South Towns Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $500,000, but outstanding (see Note) $164,000; coupon, but may be registered; dated Feb. 8, 1892, due Aug. 1, 1912, but redeemable after Feb. 1, 1902, at 105 and interest; denom. $1,000; int. payable Feb. and Aug., at office of Merchants' Loan & Trust Co.; trustee of mortgage, Northern Trust Co., of Chicago.

Note.—$530,000 of the first mortgage bonds are held in escrow to retire the West & South Towns Ry. Co.'s bonds described above.

Of the $500,000 West & South Towns Street Ry. Co.'s first mortgage bonds, originally issued, $60,000 have been cancelled, $276,000 have been purchased by the Chicago General Railway Co., leaving $164,000 outstanding.

Franchises.—The city franchises read as follows: "The cars to be used on said railway may be operated by animal or cable power, electric, compressed air or gas motors, provided overhead wires are used; the main electric feeders shall be placed underground, and connections to the trolley wire shall be made through hollow iron pipes. Said company shall also have the right to operate its cars over tracks not owned by it upon such terms and conditions, by lease or contract, as may be agreed upon between the companies owning such respective tracks, or otherwise, not in conflict with any of the conditions of this ordinance or the general ordinances of the city; and provided further, that the rate of fare to be charged upon the lines herein authorized, or over which said company may so operate, shall not exceed five cents for one continuous ride for any distance within the present or future city limits." (Granted Feb., 8, 1892.)

"Whenever said company shall desire to condemn any property as provided for in the laws of the State of Illinois, said company may connect the property so acquired by condemnation, purchase or otherwise, with the lines herein mentioned and for such purposes said company may cross any connecting, abutting or intersecting streets, avenues, courts, places, alleys and public highways." (Granted Apr. 5, 1893.).

Operation.—Year ending Dec. 31.

	1895.	1896.	1897.	1898.
Receipts from passengers	$81,221	$80,027	$78,699	$117,294
" other sources	861	16,224	1,122	2,445
" total	82,082	96,251	79,821	119,739
Operating expenses	64,334	49,273	42,517	59,573
Earnings from operation	17,748	46,978	37,304	60,166
Deductions from earnings.				
Fixed charges		45,248	36,155	55,202
Net income		1,730	1,149	4,964

OPERATING EXPENSES.

Year ending Dec. 31,	1896.	1897.	1898.
Maintenance	$10,357	$ 5,473	$11,733
Transportation	38,916	29,411	39,763
General expenses and taxes		7,633	8,077
Total	$49,273	$42,517	$59,573

Plant and Equipment.—Miles of track (electric), 30; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 7 horses; 30 motor cars; Bates engines, Gen. Elec. dynamos and motors, Pullman cars, Peckham trucks.

Officers.—Pres. John Whitbeck, V. Pres. C. L. Bonney, Sec. J. I. Jones, Treas. Lawton C. Bonney, Ch. Engr. C. McKercher.

Directors.—Glenn E. Plumb, John Whitbeck, C. L. Bonney, N. D. Lawton, J. P. Black, Lawton C. Bonney, Lyman M. Paine.

General Office, 80 E. 22d St.

References.—Increase of bonds, Vol. XI, Jan., '95, p. 58; annual report, Vol. X, Sept., '94, p. 600; Vol. XI, Feb., p. 119. WEST & SOUTH TOWNS STREET RY. CO.—Prospectus, Vol. IX, Mar., '93, p. 161.

Date of information, Feb., 1900. x

For map of system, see inset between pages 60 and 61.

South Chicago City Railway Co.—Chartered May 31, 1883, for 99 years. Annual meeting in May. This company is operated in connection with the Hammond, Whiting & East Chicago Electric Ry. Co., from Madison Ave. and 63d St., south and east along the Lake Michigan Shore, and the Calumet River, in Chicago, and Lake County, Indiana.

Capital Stock, authorized, $2,000,000, issued, $1,603,800; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $1,563,000; coupon, but may be registered; dated Apr. 1, 1893, due Oct., 1913; denom. $1,000; int. payable Apr. and Oct., at office of Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 37; gauge, 4 ft. 8½ in.; 75 lb. and 85 lb. girder rail; 97 cars, of which 57 are motor cars and 40 trail cars; Wheelock and Allis-Corliss engines, Stirling boilers, Gen. Elec. and West. dynamos, West. motors, St. Louis, Pullman and Brownell cars.

Officers.—Pres. D. F. Cameron, V. Pres. D. M. Cummings, Sec. Treas. & Pur. Agt. O. S. Gaither, Supt. Wm. Walmsley.

Directors.—D. F. Cameron, V. Shaw Kennedy, D. M. Cummings, C. R. Corning, O. S. Gaither.

General Office, 308 First National Bank Building.

References.—Description of road, Vol. IX, Mar., '93, p. 162; recent extensions, Vol. XII, Dec., '96, p. 757.

Date of information, Jan., 1900. z

For map of system, see inset between pages 60 and 61.

The Suburban Railroad Co.—This company was chartered originally in May, 1895, under the name of the Suburban Electric Ry. Co. It leased in May, 1896, the Harlem & Batavia Division and the Southwestern Division of the Chicago & Northern Pacific Ry. The company owns municipal franchises for the village of Riverside, the town of Cicero and the villages of La Grange and Grossdale.

Capital Stock, authorized and issued, $1,250,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $3,000,000, issued, $1,250,000; dated Mar. 2, 1896, due 1916; denom. $1,000; int. payable Mar. and Sept., at office of Chicago Title & Trust Co., trustee of mortgage, and also at their New York correspondent's office.

Plant and Equipment.—Miles of track, 56, of which 46 are electric and 10 steam; gauge, 4 ft. 8½ in.; 70 lb. rail; 28 cars, of which 20 are motor cars, 4 trail cars and 4 steam cars; Walker dynamos and motors, Pullman cars.

Officers.—Pres. & Gen. Man. J. M. Roach, V. Pres. George A. Yuille, Sec. C. L. Leeds, Treas. C. F. Marlow, Supt. J. J. Linden, Elecn. James R. Chapman.

Directors.—Charles H. Crossette, H. K. Galpin, S. P. Shope, David B. Lyman, Herbert Holcomb.

General Office, 89 W. Washington St., Chicago.

References.—Increase of bonds (brief), Vol. XIII, Jan.,'97, p. 31; construction of track, Vol. XIII, Aug. '97, p. 493 (ill.); description of road, Vol. XIII, Sept. '97 p. 524 (map).

Date of information, Dec., 1899. x

For map of system, see inset between pages 60 and 61.

Northern Electric Railway Co.—Chartered Mar., 1894, for 50 years. Annual meeting, second Monday in May. In May, 1899, it was reported that a controlling interest had been secured by a Cleveland sydicate, and that an extension along North Ave. from 68th St. to Franklin Park was proposed.

Capital Stock, authorized and issued, $50,000.

Funded Debt.—First mortgage bonds authorized and issued, $50,000; coupon, but may be registered; dated Dec. 1, 1894, due June 1, 1914; denom. $1,000; int. payable in gold at office of Chicago Title & Trust Co., of Chicago, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 5; 6 motor cars.

Officers.—Pres. Paul Dickenson, Sec. M.S. Gilbert, Treas. Edward Moore.

General Office, 68 Churchill St., Chicago.

Date of information, Feb., 1900. x

For map of system, see inset between pages 60 and 61.

Chicago & Milwaukee Electric Railway Co.—Chartered May, 1898, for 99 years. Municipal franchises granted at different periods for from 20 to 50 years. Annual meeting first Monday in August. This company is the successor to the North Shore Interurban Ry. Co. of Waukegan, Ill., and has purchased the property of the Bluff City Electric Street Railway Co. The road connects about fifteen suburban towns lying nearly north and south in a straight line with Chicago, and connects at the city limits with the Northwestern Elevated Railway. About 10 miles of the line is built on private right of way.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,500,000, issued, $1,000,000, in escrow, $500,000; dated July 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July, at office of Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

Note.—The first mortgage bonds may be called for payment at three months' notice, and at a price of 105 and accrued interest. The bonds held in escrow by the trustee are to be certified and delivered at the rate of 75 per cent. of the actual cost of betterments and extensions. The mortgage provides for the payment to a sinking fund of $50,000 per annum after July 1, 1909.

Plant and Equipment.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 65 lb. T and 85 lb. girder rail; 18 cars, of which 12 are motor cars and 6 trail cars; 500 H. P. station plant; Filer & Stowell engines, Gen. Elec. dynamos and motors; Brill, St. Louis and Pullman cars, Brill, St. Louis and Peckham trucks.

Officers.—Pres. Geo. A. Ball, V. Pres. and Treas. A. C. Frost, Sec. George M. Seward, Treas. J. W. Mauck, Supt. R. S. Ives.

Directors.—George A. Ball, A. C. Frost, George M. Seward, J. W. Mauck.

General Office, 108 La Salle St., Chicago, Ill., Supt.'s office and Power Station, Highwood, Ill.

Date of information, Feb., 1900. x

For map of system, see inset between pages 60 and 61.

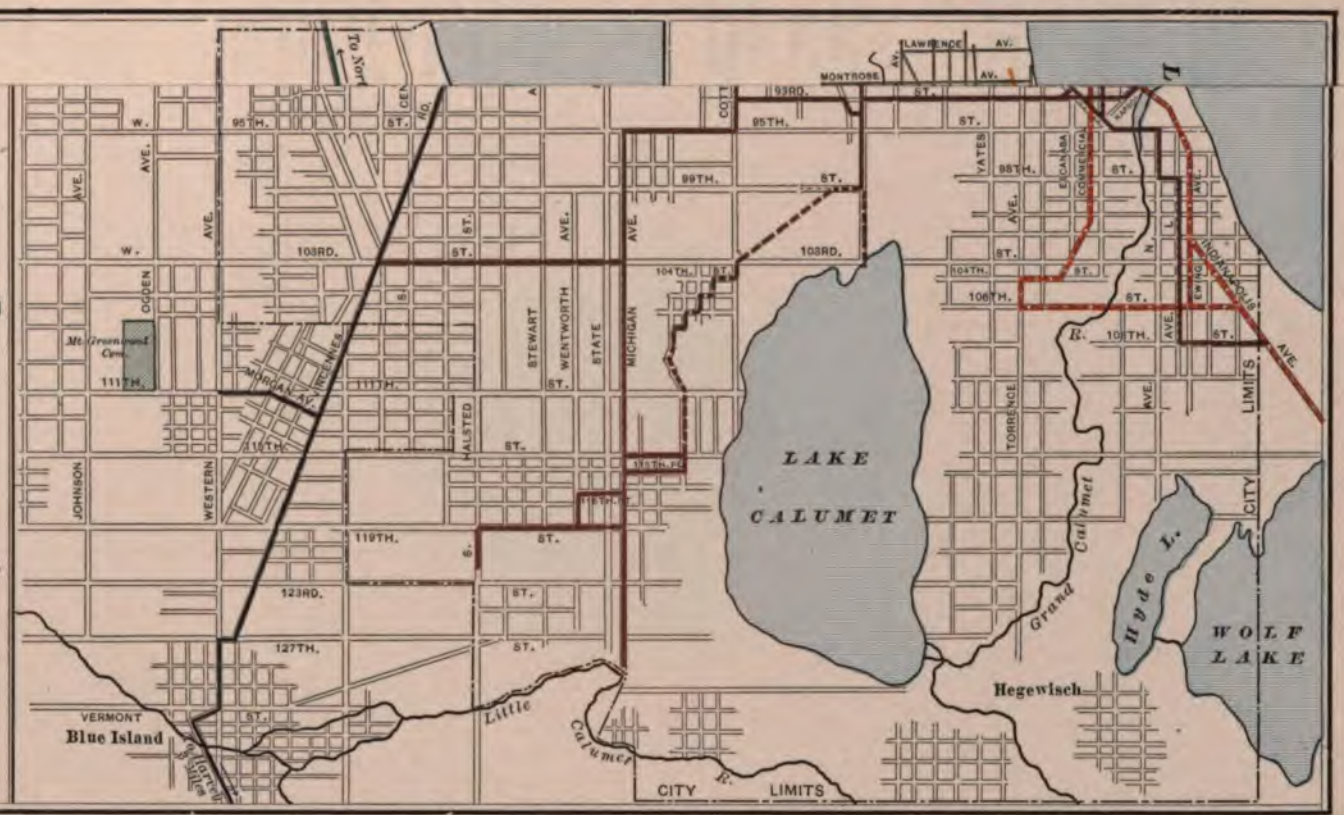
Please note date of information at end of each report.

MAP OF CHICAGO

SHOWING THE LINES
OF THE

Surface Railway Companies.

- CHICAGO UNION TRACTION CO.
- CHICAGO CITY RAILWAY CO.
- CHICAGO CONSOLIDATED TRACTION CO.
- CALUMET ELECTRIC STREET RAILWAY CO.
- PULLMAN STREET RAILWAY CO.
- CHICAGO GENERAL RAILWAY CO.
- SOUTH CHICAGO CITY RAILWAY CO.
- CHICAGO ELECTRIC TRACTION CO.
- SUBURBAN RAILROAD CO.
- NORTHERN ELECTRIC RAILWAY CO.



ELEVATED RAILROADS.

South Side Elevated Railroad Co.—Chartered Jan., 1897, as a reorganization of the Chicago & South Side Rapid Transit R. R. Co., which was sold under foreclosure of mortgage on Sept. 16, 1896 for $4,100,100.

Capital Stock, authorized and issued, $10,323,800, being the equivalent of the first and second mortgage bonds and overdue interest of the Chicago & South Side Rapid Transit R. R. Co. on Jan. 1, 1897; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c. gold coupon bonds, authorized, $1,500,000, issued $750 000; dated July 1, 1897, due 1907; denom. $500 and $1000; int. payable Jan. and July at office of Illinois Trust & Savings Bank, Chicago, Ill., trustee of mortgage.

Operation.	Year ending Dec. 31, 1895.	16 mos. ending Apr. 5, 1897.	11 mos. ending Dec. 31, 1897.	Year ending Dec. 31, 1898.	Year ending Dec. 31, 1899.
Rec'ts from pass.	$710,857	$912,450	$611,876	$944,927	$1,131,404
" other sources.	33,310	46,407	25,470	33,403	38,977
" total	744,167	958,857	637,346	978,330	1,170,381
Operating expenses	513,704	627,746	487,746	522,958	**669,933
Earn'gs from oper'n	†230,463	‡331,111	149,601	455,372	500,448
Deduct. from earnings.					
Interest on bonds.	525,000		‖	22,500	33,750
Taxes	46,680		27,657	26,108	
Loop rental and exp.				133,319	
Net income	*341,217		121,943	273,444	466,698
Dividends paid					306,672
To surplus account					160,026
Total surplus account.	*56,693		121,943		499,340
Per cent. op. exp. to total receipts	69.1	65.5	76.5	**67.1	57.2

*Deficit. †Includes figures furnished by the receiver for the period from Oct. 5 to Dec. 31, 1895. ‡Covers full period of receivership. ‖ Interest charged to construction account. ** Including loop rental and expenses.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.
Cost of property	$10,616,783	$11,243,886	$11,388,976
Capital stock in treas.	55,380	69,255	92,330
Mat. and sup. on hand	12,959	17,407	16,790
Current assets	16,192	6,350	5,024
Other assets (C. E. Co. bonds)	15,000		
Due from Co.'s and individuals		4,896	9,056
Due from agents		3,414	6,244
Cash on hand	607,316	202,356	151,526
Total	$11,323,630	$11,547,564	$11,669,946
LIABILITIES.			
Capital stock	$10,323,800	$10,323,800	$10,323,800
Funded debt	750,000	750,000	750,000
Reserve for previous year's taxes.	30,000	25,289	80,862
Current liabilities	97,887	53,087	15,944
Depreciation		39,539	
Profit and loss (surplus)	121,943	355,849	499,340
Total	$11,323,630	$11 547,564	$11,669,946

OPERATING EXPENSES.

Years ending Dec. 31,	1894.	1895.	*1897.	1899.
Main'ce of way and structures	$42,692	$37,190	$22,736	$50,755
" rolling stock	26,975	33,906	40,627	79,489
Conducting transportation	405,854	357,415	348,660	297,490
General expenses	76,290	85,193	75,723	88,472
Loop rental and expenses				153,727
Total	$551,811	$513,704	$487,746	$669,933

*Eleven months.

Plant and Equipment.—Miles of main line, 8.56, of second track, 8.56, of sidings, 1.5, total track (elevated electric), 18.62; gauge, 4 ft. 8½ in.; 90 lb. T rail; 46 locomotives, 180 passenger cars, 1 supply car.

Officers.—Pres. Leslie Carter, V. Pres. A. A. Carpenter, Sec. & Treas. J. H. Glade, Audr. F. E. Williams, Gen. Man. M. Hopkins, Supt. J. F. Morrison, Engr. of Maintenance R. Hinchcliffe.

Directors.—B. L. Smith, A. O. Slaughter, C. J. Blair, Geo. D. Boulton, T. J. Lefens, Leslie Carter, Jos. Leiter, W. B. Walker, Geo. E. Adams, E. Buckingham, A. A. Carpenter.

General Office, 47 Congress St.

References.—Operating detail, Vol. VIII, Apr., '92, p. 251; annual report, Vol. X, Feb., '94, p. 147; change of owners, Vol. IX, Jan., 93, p. 68; general information, Vol. VIII, June, '92, p. 337 (ill.); opening, Vol. VIII, July, '92, p. 430; general information, Vol. VIII, Oct., '92, p. 605; Vol. VIII, June, '92, p. 337 (ill.), operating detail, Vol. XIII, July, '97, pp. 432, 444; electrical equipment, Vol. XIV, Jan., '98, p. 19; issue of bonds, Vol. XIV, June, '98, p. 331 (ill.); description of generators, Vol. XIV, Sept., '98, p. 550 (ill.); description of truck, Vol. XIV, Dec., '98, p. 814 (ill.); operating detail, Vol. XV, Feb. '99, p. 106.

Date of information, Feb., 1900. z

For map of system, see inset between pages 60 and 61.

Lake Street Elevated Railroad Co.—Chartered Aug. 24, 1892. Annual meeting in Jan. This company owns a double track elevated railway on Market St. from Madison to Lake, thence to the western city limits, a distance of about 6.4 miles, and has built an extension on Lake St. from Market to Wabash Avenue, which gives the road an entrance into the heart of the business district. In 1898 this company acquired a franchise for 1 mile of elevated and 1.5 miles of surface road, which was built by the Chicago & Harlem Ry. Co. (which see) and was placed in operation in Apr., 1899.

Capital Stock, authorized and issued, $10,000,000; par value, $100 per share.

Funded Debt.—First mortgage bonds, $843,000.

Collateral trust debenture bonds, $4,038,000. These bonds are guaranteed, principal and interest by the Northwestern Elevated Ry. Co.

Income bonds, $968,000.
Income script, $41,500.
Trust receipts, $2,000.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.
Receipts from pass.	$551,241	$561,371	$618,327	$684,217
" other sources.	22,428	18,590	15,077	13,296
" total	573,669	579,961	633,404	697,513
Operating expenses	†339,383	329,124	324,947	331,553
Earnings from operation	234,286	250,837	308,457	365,960
Deduc. from earnings.				
Interest on bonds	‡197,565	227,605	221,677	223,655
Miscellaneous interest	34,556	29,874	37,667	37,745
Taxes	12,279	18,613	13,850	13,744
Accrued liabilities	3,798			
Loop and other rentals		15,707	61,954	87,177
Other deductions		31,880		
Deficit	13,912	72,842	26,691	*3,639
P.c.op.exp. to total recpts.	59.16	56.7	51.30	47.53

*Surplus.

OPERATING EXPENSES.

Year ending Dec. 31,	1896.	1897.	1898.	1899.
Conducting transportation	$121,780	$109,088	$110,522	$109,345
Motive power	152,728	141,798	138,568	138,993
General expense	39.354	36,076	30,859	44,376
Maintenance of way and struc.	9,908	12,437	14,242	38,839
" " equipment	15,613	29,725	30,587	
Total	$339.383	$329,124	$324,779	$331,553

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1896.	1897.	1898.	1899.
Passengers carried	11,025,977	11,227,419	12,390,856	13,602,072
Train mileage	1,013,595	1,204,384	1,139,930	1,124,430

† Including all operating expenses. ‡ The total interest charges on bonds are $215,120, but $17,560 of this amount is interest charged on non-assenting bonds.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1894.	1895.	1897.
Construction and equipment	$15,938,551	$15,583,821	$15,557,284
Tools, supplies, material on hand	15,334	14,321	1,708
Special repairs, foundations and structure	34,050		
Accounts receivable, etc.	414,040	127,025	38,494
Suspense account	3,755	6,299	4,176
Cash	12,537	14,471	34,487
Revenue account	203,308		
Electrical construct. and equip.		341,814	369,818
Real estate and buildings		457,801	443,644
Bonds and stocks in treasury and escrow	308,750	261,947	262,046
Profit and loss (deficit)		217,220	290,063
Total	$16,930,326	$17,024,719	$17,022,080
LIABILITIES.			
Capital stock	$10,000,000	$10,000,000	$10,000,000
First mortgage bonds	1,000,000	979,000	881,000
Collateral trust debentures, outstanding	3,929,400	3,951,600	4,015,200
Income bonds, outstanding	909,500	930,500	950,500
Income scrip, outstanding	72,850	57,400	53,300
Trust receipts	25,000	10,000	2,000
Encumbrances assumed on real estate	69,793	59,388	34,888
Bills payable	571,500	775,861	947,651
Vouchers and pay rolls	40,478	144,368	71,061
Reserve for taxes	14,000	12,231	12,000
Coupons unpaid	277,805	68,070	
Reserve for 52d St. Station	20,000		
Coupon interest		36,300	54,480
Total	$16,930,326	$17,024,719	$17,022,080

Please note date of information at end of each report.

Plant and Equipment.—Miles of track (elevated electric), 15; gauge, 4 ft. 8½ in.; 65 lb. to 80 lb. T rail; 125 cars, of which 37 are motor cars and 88 trail cars; Gen. Elec. dynamos and motors, Gilbert and Pullman cars.

Officers.—Pres. D. H. Louderback, V. Pres. A. S. Littlefield, Sec. & Treas. Howard Abel, Gen. Supt. F. Hedley, Ch. Engr. C. V. Weston, Elecn. J. R. Chapman.

Directors.—L. S. Owsley, G. F. Jewett, A. S. Littlefield, George A. Yuille, Howard Abel, D. H. Louderback, George E. Newlin, E. C. Veasey, M. C. McDonald.

General Office, 610 Royal Insurance Bldg.

References.—Increase of bonds, Vol. IX, June, '93, p. 419; annual report, Vol. XI, Feb., '95, p. 118; description of opening of road (brief), Vol. XII, July, '96, p. 443; electrical equipment (brief), Vol. XII, June, '96, p. 345; description of trucks, Vol. XIV, Nov., '98, p. 745 (ill.); annual report, Vol. XV, Feb., '99, p. 106.

Date of information, Jan., 1900. z

For map of system, see inset between pages 60 and 61.

Metropolitan West Side Elevated Railway Co.—This company is a reorganization on Feb. 3, 1899, of the Metropolitan West Side Elevated Railroad Co., whose property was sold under foreclosure of mortgage. Annual meeting, Jan. 4.

Capital Stock.—Common stock, authorized and issued, $7,500,000; par value, $100 per share.

5 p. c. non-cumulative, preferred stock, authorized and issued, $9,000,000; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized and issued, $10,000,000; coupon, but may be registered; denom. $1,000; dated Aug. 1, 1898, due 1938; int. payable Feb. and Aug. at New York, and in Chicago; trustees of mortgage, Central Trust Co., and George Sherman.

This company guarantees the principal and interest of the first mortgage bonds of the Union Consolidated Elevated R. R. Co.

Plant and Equipment.—Miles of track (elevated electric), 37.28; gauge, 4 ft. 8½ in.; 80 lb. T rail; 275 cars, of which 65 are motor cars, 184 trail cars, 16 special coaches and 10 miscellaneous cars, Allis engines, Gen. Elec. dynamos, Gen. Elec. & Walker motors, Barney & Smith and Pullman cars.

Officers.—Pres. & Gen. Man. Dickinson MacAllister, Sec. & Treas. Geo. Higginson, Jr., Supt. of Transportation, A. S. Jones, Asst. Gen. Man. H. M. Brinckerhoff, Pur. Agt. B. I. Budd.

Directors.—W. W. Gurley, Dickinson MacAllister, John P. Wilson, Byron S. Smith, George B. Harris, C. F. Dieterich, George C. Clark, J. J. Higginson, R. Somers Hayes.

General Office. 169 Jackson Boulevard, Chicago, Ill.

References.—Description of road, Vol. XI, Feb., '95, p. 108 (ill.); Vol. XI., May, '95, p. 307; raising of tracks, XIII, July, '97, p. 411; a comparison of, Vol. XIV, Dec., '98, p. 755 (ill.).

Date of information, Jan., 1900. z

For map of system, see inset between pages 60 and 61.

Northwestern Elevated Railroad Co.—Chartered 1894. The contract for the construction of this road was originally let to the Columbia Construction Co., but owing to the stringency of the financial market, the Columbia Construction Co. was unable to fulfill its contract. This contract was therefore cancelled on Jan. 1, 1898. By an agreement made between the stockholders of the Northwestern Elevated R.R. Co. and the Columbia Construction Co., the stockholders of the Construction Co. are to receive 93.74 p. c. each of the Northwestern preferred and common stock for every $100 which was paid in. In 1898, a loan of $4,500,000, was secured through Blair & Co., of New York, to provide funds for the completion of the road. This loan was secured by notes as stated below. On Jan. 1, 1898, an ordinance was signed extending time for completion of this road to Jan. 1, 1900, and the road was substantially completed and started up in Jan., 1900.

Capital Stock.—Common stock, authorized and issued, $5,000,000.

Preferred Stock, authorized and issued, $5,000,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and ssued, $5,000,000.

Notes due July 1, 1900, $4,500,000. These notes are secured by the deposit of the $5,000,000, first mortgage 5 p. c. bonds; $5,000,000 preferred stock, and $5,000,000 common stock, being the entire securities of the company.

The company has guaranteed the principal and interest of the debenture bonds of the Lake Street Elevated R. R. Co.

Plant and Equipment.—Miles of track under construction (elevated electric), 25.45.

Officers.—Pres. D. H. Louderback, V. Pres. C. D. Hotchkiss, Sec. & Treas. Howard Abel.

General Office, 610 Royal Insurance Bldg.

Date of information, Jan., 1900. z

For map of system, see inset between pages 60 and 61.

Union Elevated Railroad Co.—Chartered Nov., 1894. This company operates an electric railroad loop or circuit around and through the business center of Chicago, which furnishes a downtown terminus for the Metropolitan West Side Elevated Ry. Co., the Lake Street Elevated R. R. Co., the Northwestern Elevated Co. and the South Side Elevated R. R. Co. Under a contract made on Dec. 19, 1894, with each of the four companies named, the Union Elevated R. R. Co. is to receive one-half cent per passenger carried over any part of its system, with a minimum guaranteed income of $250,000 per annum.

Capital Stock, authorized and issued, $5,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $4,387,000; dated Oct. 1, 1895, due 1945; int. payable Apr and Oct.

Plant and Equipment.—Miles of track (elevated electric), 3.96; 80 lb. rail.

Officers.—Pres. C. T. Yerkes, V. Pres. L. S. Owsley, Sec. & Treas. Howard Abel, Gen. Man. D. H. Louderback.

References.—Description of road, Vol. XIII, Sept., '97, p. 550 (ill.); operating detail, Vol. XIII, Sept., '97 p. 553 (ill.).

Date of information, Jan., 1900. z

For map of system, see inset between pages 60 and 61.

Union Consolidated Elevated Railway Co.—Chartered in 1896 to build an elevated road connecting the Metropolitan West Side Elevated Road with the Union Elevated Road.

Funded Debt.—Series "A," 1st mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $407,000; dated Nov. 1, 1896, due 1936; trustee of mortgage, Central Trust Co., of New York. These bonds are guaranteed, principal and interest, by the Metropolitan West Side Elevated Ry. Co.

Date of information, Jan., 1900. z

For map of system, see inset between pages 60 and 61.

NEW CORPORATIONS.

Aurora, Wheaton & Chicago Railway Co.—This company was incorporated in Feb., 1899, to construct an electric railway from Chicago to Aurora via Wheaton Ill.

Capital Stock, authorized, $1,500,000.

Officers.—Pres. B. Mahler, (Cleveland O.); Sec. E. Dickinson, Treas. M. J. Mandlebaum.

General Office, Chicago Title & Trust Bldg., Chicago, Ill. Treas. office, 1019 Garfield Bldg., Cleveland, O.

Date of information, Mar., 1900. x

Chicago & Fox Lake Electric Railway Co.—Incorporated in 1898 to construct a railway from Chicago to Fox Lake, about 51 miles, of which 25 miles are to be operated by electricity. The cars or passengers of this road are to be transferred and enter the city of Chicago over one of the existing lines of steam railroad. From Fox Lake to Lake Michigan, 25 miles, is now under construction.

Capital Stock.—Unknown.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, unknown; dated Jan. 2, 1899, due 1919; interest payable Jan. and July at office of Cleveland Trust Co., of Cleveland, O., and Royal Trust Co., trustees of mortgage.

Officers.—Pres. S. P. Leland, Sec. R. E. Taylor, Treas. E. C. Weeks, Gen. Man., J. Woolridge.

Date of information, Nov., 1899. x

Chicago & Harlem Street Railway Co.—This company was chartered in 1898 as the Cicero & Harlem Ry. Co. to construct one mile of elevated and one and a half miles of surface and incline road, as an extension of the Lake Street Elevated R. R., which was placed in operation in Apr., 1899. This company also owns rights conferred by Cicero Town Board to construct an additional road running north and south for about two miles.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, amount unlimited (see Note); dated May, 1899, due 1939; denom. $1,000; int. payable May and Nov., at office of Equitable Trust Co., of Chicago, trustee of mortgage.

Note.—The first $1,000,000 of the bonds were certified from time to time as present road was constructed, and additional bonds to an unlimited amount may be issued to 75 p. c. of cost of road built or acquired.

Officers.—Pres. D. H. Louderback, Sec. and Treas. Howard Abel, Gen. Supt. F. Hedley.

General Office, 610 Royal Insurance Bldg, Chicago, Ill.

Date of information, Feb., 1900. x

Chicago, Harvard & Geneva Lake Railway Co.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds; authorized, $150,000, issued, $100,000.

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 13 cars, of which 7 are motor cars and 6 trail cars; 2-250 K. W. generators, West motors.

Officers.—Pres. W. H. Furbeck, Gen. Man. H. T. Windsor.

General Office, Chicago, Ill.

Date of information, Feb., 1900. x

CHILLICOTHE, O.

Population in 1880, 10,938, in 1890, 11,288, in 1899, 16,000.

Chillicothe Electric Railroad. Light & Power Co.—Chartered Sept., 1894, to take over the property of the Chillicothe Electric Railway & Lighting Co., which was sold in Sept., 1894, to the General Electric Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $75,000, issued, $60,000, in treasury, $15,000; coupon, but may be registered; dated Jan., 1895, due 1925; denom. $1,000; int. payable Jan. and July, at office of the company; trustee of mortgage, Old Colony Trust Co.

OPERATION.—Year ending Jan. 15,	1898.	1899.
Receipts from passengers	$11,824	$13,395
" " electric lights	12,531	22,395
" total	24,355	35,790
Operating expenses	15,575	22,448
Earnings from operation	$ 8,780	15,342
Deductions from earnings.		
Interest on bonds	$ 3,600	$ 3,600
Interest on floating debt		984
Taxes	556	632
Rentals	108	
Other deductions		702
Net income	$ 4,517	$ 9,424

BALANCE SHEET.—Dated Jan. 15,

ASSETS.	1897.	1898.	1899.
Treasury bonds on hand	$ 15,000		$ 15,000
Franchise	15,000		30,000
Real estate and buildings	15,807		15,635
Office furniture and fixtures	600		125
Cash on hand	2,450	234	330
Sundry subscribers	247		512
Overhead lines	25,060		35,741
Steam plant	16,985		23,646
Electric plant	25,174		28,223
Road bed and track	39,409	39,682	36,603
Equipment		100,048	
Other permanent investments		16,453	
Cars and car equipment	26,972		12,429
Oil and waste	25		
Tools	1,990		1,296
Carbons	10		
Insurance premiums, advanced	93		
Employes' accident insurance	44		
Interest paid in advance			38
Other assets		19,590	
Profit and loss (deficit)			9,641
Total	$184,866	$176,007	$209,219

LIABILITIES.	1897.	1898.	1899.
Capital stock	$100,000	$100,000	$100,000
Funded debt	75,000	60,000	75,000
Taxes due June	218		247
Bills and accounts payable		1,947	33,972
Profit and loss (surplus)	9,647	14,060	
Total	$184,866	$176,007	$209,219

PLANT AND EQUIPMENT.—Miles of track (electric), 6.25; gauge, 4 ft. 8½ in.; 56 lb. T rail; 13 cars, of which 8 are motor cars and 5 trail cars; Ideal and A. & S. engines, Gen. Elec. dynamos and motors, Barney & Smith and Brownville & Wright cars, McGuire trucks.

OFFICERS.—Pres. Clark W. Story, V. Pres. J. A. Nipgen, Sec. & Treas. John Tomlinson, Gen. Man. Joseph P. Myers, Ch. Engr. John Drake, Elecn. Lewis Laube.

DIRECTORS.—Clark W. Story, William A. Story, George A. Vaughters, Joseph P. Myers, J. A. Nipgen, John Tomlinson, William Poland.

GENERAL OFFICE, 90 West Second St., Chillicothe, O.

REFERENCE.—Receivership, Vol. IX, Aug., '93, p. 519.

Date of information, Feb., 1899. z

Chillicothe, Mt. Sterling & Columbus Railway Co.—This company is now surveying and constructing an electric railway which is to extend from Chillicothe to Columbus.

CAPITAL STOCK, authorized, $500,000.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 54; gauge, 4 ft. 8½ in; 70 lb. T rail.

OFFICERS.—Pres. Isaac S. Cook, V. Pres. O. M. Howser, Sec. S. F. Secrist, Treas. J. A. Houk, Ch. Engr. A. W. Jones.

DIRECTORS.—J. C. Quinn, G. H. Vaughters, J. C. Entrekin, J. A. Houk, J. P. Meyers, Chillicothe, O.; O. M. Howser, L. O. Thomas, Clarksburg; W. C. Bostwick, Mt. Sterling; G. Campbell, Atlanta.

GENERAL OFFICE, Chillicothe, O.

Date of information, Feb., 1900. x

CINCINNATI, O.

Population in 1880, 255,129, in 1890, 296,908, in 1897 (local estimates), city and suburbs, 1,400,000.

Cincinnati, Newport & Covington Railway Co.—Chartered 1892. This is a consolidation of the South Covington & Cincinnati St. Ry. Co., the Newport & Cincinnati St. R. R. Co. and the Cincinnati & Newport St. R. R. Co., all organized under the laws of Ohio. For certain legal reasons the property of this company is operated under the title of the South Covington & Cincinnati Street R. R. Co.

The company has also secured by purchase the entire capital stock of the South Covington & Cincinnati St. Ry. Co. ($500,000), of the Newport Electric St. Ry. Co. ($500,000), of the Cincinnati, Covington & Rosedale Ry. Co. ($100,000), of the Covington & Latonia R. R. Co. ($50,000) and of the Cincinnati, Covington & Ludlow Ry. Co.

Capital Stock, authorized, $4,000,000, issued, $3,600,000; par value, $100 per share.

Funded Debt, $3,600,000, as follows:

First consolidated mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued, $2,500,000, in escrow (see Note), $500,000; coupon, but may be registered; dated July 26, 1892, due July 1, 1922; denom. $1,000; int. payable Jan. and July, at Western National Bank, of New York; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

Second mortgage, 5 p. c. gold coupon bonds authorized, $1,000,000, issued, $600,000; dated July 1, 1896, due 1922, denom. $1,000; int. payable Jan. and July, at office of Western National Bank, trustee of mortgage.

South Covington & Cincinnati St. Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $250,000; dated Mar. 1, 1882, due 1912; denom. $1,000; int. payable Mar. and Sept.; trustee of mortgage, Western National Bank.

South Covington & Cincinnati Street Ry. Co.'s second consolidated mortgage 6 p. c. gold bonds, authorized, $500,000, cancelled $100,000, issued, $400,000, of which $250,000 are reserved to retire the first mortgage bonds, S. C. & C. S. R. Co., at maturity; dated Jan. 1, 1892, due 1932; denom. $500 and $1,000; int. payable Jan. and July, at German National Bank, of Covington, Ky.; trustee of mortgage, Cincinnati S. D. & Tr. Co.

Newport & Dayton St. Ry. Co.'s first mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated Aug. 1, 1887, due 1917.

Note.—The consolidated mortgage covers all the property, treasury assets and franchises of the company including the capital stocks of the five Kentucky companies above named, which have been actually transferred on the books of the respective corporations to the Farmers' Loan & Trust Co., of New York, trustees under said mortgage, and the mortgage provides that upon default in payment of any of the interest coupons, or upon failure to comply with the conditions of the mortgage, the trustee may, at the request of the holders of the majority of the bonds at the time outstanding, without resorting to foreclosure of the mortgage, take possession of the properties of the respective railroads through its stock ownership, as trustees, and either operate them for the equal benefit of all the bondholders or sell the same at public sale as the majority of the bondholders may direct. As additional security, all the Kentucky corporations above named have executed and delivered to the Farmers' Loan & Trust Co., trustee, their agreements, respectively binding them to not in any way sell, dispose of, pledge, mortgage or encumber any of their rights, franchises or privileges, property, roads, roadbeds or appurtenances of any kind now owned, or which may be hereafter acquired and these agreements have been duly recorded in the proper record offices of Kentucky.

Of the unissued consolidated mortgage bonds now in the treasury, $500,000 have been reserved to retire at maturity the two prior liens of constituent companies described above.

Franchises.—The Kentucky corporations above named hold valuable privileges obtained from the legislature by special charters, and the franchises over the principal thoroughfares are perpetual. By the payment of moderate annual sums the respective companies are relieved of all special taxes for street improvements, paving, etc. Through the Ohio corporations the company owns the right to operate street railways through and around Fountain Square, in Cincinnati, and to connect with the various bridges spanning the Ohio River.

Operation.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$624,034	$644,047	$638,477	$681,672	$713,386
Operating expenses	418,710	464,003	427,280	302,201	286,234
Earnings from oper.	205,324	180,044	211,197	379,471	427,152
Deduc. from earnings			183,072	318,144	332,943
Net income			28,125	61,327	94,209

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1898.	1899.
Passengers carried	13,698,353	14,369,128
Car miles run	3,236,498	3,201,165
Total receipts per car mile	$.208	$.222
Operating expenses per car mile	.093	.08

Plant and Equipment.—Miles of track (electric), 56; gauge, 5 ft. 2½ in.; 60 lb. and 80 lb. T and girder rail; 127 motor cars; Cleveland S. B. Co., C. & G. Cooper Co. and West. engines, 4,000 H. P. generators, 3,200 H. P. Stirling boilers; West. dynamos and motors, Brownell and St. Louis cars.

Officers.—Pres. James C. Ernst, V. Pres. J. Fleischmann, Sec. & Treas. G. M. Abbott, Supt. Jas. R. Ledyard, Supt. of Power Station & Machinery A. C. Harrington.

Directors.—James C. Ernst, Robert A. Orr, Julius Fleischmann, James M. Hutton, Joseph S. Trevor, Henry Feltman, Henry Burkhold.

General Office, 4th and Scott Sts., Covington, Ky.

References.—Description of road, Vol. VII, Jan., '91, p. 4; Vol. X, June, '94, p. 345 (ill.); Vol. X, Souv., '94, p. 53 (ill.); park attractions, Vol. XI, Aug., '95, p. 528 (ill.); pleasure park, Vol. XIII, May, '97, p. 289; pleasure traffic, Vol. XIII, July, '97, p. 423; annual report, Vol. XV, Apr., '99, p. 244; notes on railway, Vol. XV, July, '99, p. 435 (ill.).

Date of information, Feb., 1900. d z

Cincinnati Street Railway Co.—Chartered July 1, 1859, and charter renewed June 21, 1880. Municipal franchises were granted in 1896 for 50 years. Annual meeting, last Wednesday in July. On Aug. 1, 1896, the Mt. Adams & Eden Park Inclined Ry. Co., the Mt. Auburn Cable Ry. Co., and the Pendleton, Mt. Lookout & East Walnut Hill Ry. Co. were consolidated with this company.

Capital Stock, authorized, $18,000,000, issued, $17,096,150; par value, $50 per share.

Funded Debt.—Outstanding, $902,500, and consists of the following bond issues of constituent companies:

Mt. Adams & Eden Park Inclined Ry. Co.'s consolidated mortgage 5 p. c. coupon bonds, authorized, $850,000, outstanding, $515,500; dated Mar. 1, 1886, due 1906; denom. $500 and $1,000; int. payable Mar. and Sept., at First Nat'l Bank, of Cincinnati, O.

Mt. Adams & Eden Park Inclined Ry. Co.'s first mortgage 6 p. c. coupon bonds, authorized, $300,000, outstanding, $162,000; dated Oct. 1, 1880, due as follows: $62,000 on Oct. 1, 1900, and $100,000 on Oct. 1. 1905; denom. $1,000; int. payable Apr. and Oct., at First Nat'l Bank, of Cincinnati, O.

Kilgour mortgage 4 p. c. coupon bonds, $25,000; dated July 1, 1880, due 1900; denom. $500; int. payable Jan. and July, at Franklin Bank, Cincinnati; trustee of mortgage, H. B. Olmstead.

Mt. Auburn Cable Ry. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $200,000; dated June 1, 1887, due 1907; int. payable June and Dec., at office of company.

Dividends.—5 p. c. per annum, payable quarterly in Jan., Apr., July and Oct.

Plant and Equipment.—Miles of track, 206.58; operated by electricity, 199.58; by cable, 7; gauge, 5 ft. 2½ in.; 70 lb. to 96 lb. girder rail; 1,211 cars, of which 72 are cable cars, 1,091 motor cars and 48 miscellaneous. Gen. Elec. and Siemens dynamos, Gen. Elec., West. and Card motors.

Officers.—Pres. & Gen. Man. John Kilgour, Sec. & Asst. Gen. Man. Jas. A. Collins, Treas. R. A. Dunlap, Gen. Supt. John Harris, Pur. Agt. A. G. Starr, Elec. Engr. B. L. Kilgour, Audr. W. R. Avery, Civil Engr. F. R. Weizenecker, Supt. of Machinery H. C. Rolf, Supt. of Car Shop P. Leen.

Directors.—John Kilgour, Matthew Ryan, George Bullock, George N. Stone, Frank J. Jones, Nat. Henchman Davis, Stephen R. Burton.

General Office.—Apollo Building.

References.—Description of road, Vol. VII, Jan., '91, p. 4; Vol. VIII, Mar., '92, p. 125 (ill.); Vol. X, July, '94, p. 413 (ill.); increase of stock, Vol. IX, June, '93, p. 418; Vol. IX, July, '93, p. 491; Vol. X, June, '94, p. 410; Vol. X, Sept., '94, p. 600; diagram, Vol. VI, Apr., '90, p. 178 (ill.); description of road, Vol. VI, Feb., '90, p. 54; Vol. X, July, '94, p. 414 (ill.); increase of stock, Vol. XI, Feb., '95, p. 124; description of road, Vol. VI, Feb., '90, p. 47 (ill.); Vol. VII, Jan., '91, p. 2; Vol. X, July, '94, p. 420 (ill); description of road, Vol. X, July, '94, p. 423 (ill.); description of Chester Park shops, Vol. XIV, Feb., '98, p. 77 (ill.); description of Hunt Street power station, Vol. XIV, May, '98, p. 239 (ill.); construction of track, Vol. XV, July, '99, p. 433 (ill.); description of road, Vol. XV, Aug., '99, p. 507 (ill.).

Date of information, Jan., 1900. z

Mill Creek Valley Street Railroad Co.—Chartered in 1898, as a reorganization of the Cincinnati, Hamilton, Middletown & Dayton Street R. R. Co. This company has purchased a portion of the Cincinnati Inclined Plane Ry., and contracts have been let for the extension of one branch to Reading and another to Glendale, in all a distance of about 15 miles, and an additional distance of 10 miles to Hamilton will be contracted for in the Spring of 1900.

Capital Stock.—Common stock authorized, $1,000,000; issued, $337,500; par value, $100 per share.

5 p. c. cumulative preferred stock, authorized, $750,000; issued. $280,000; par value, $100 per share.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 15; 18 motor cars; Edison and Siemens & Halske dynamos, Johnson motors; Peckham trucks.

Officers.—Pres. L. C. Weir, New York; V. Pres. H. H. Hoffman, Sec. O. B. Brown, Treas. N. A. Goodman, Gen. Man. & Pur. Agt. W. G. Wagenhals.

General Office, Cincinnati, O.

Date of information, Feb., 1900. x

Cincinnati, Laurenceburg & Aurora Electric Street Railroad Co.—This company was incorporated in Nov., 1898, to construct an electric railway connecting Cincinnati with Aurora, Rising Sun and Laurenceburg, to be extended to Madison, Ind., about 70 miles. In Nov., 1899, the line was placed in operation from Anderson's Ferry to Aurora.

Capital Stock, $750,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, $750,000; dated 1899, due 1919; denom. $1,000; int. payable June and Dec., at office of Union Savings Bank & Trust Co., of Cincinnati, O., trustee of mortgage.

Directors.—J. C. Hooven, Hamilton, O.; C. E. Hooven, G. H. Hilvey, F. D. Shaffer, S. Shaffer.

General Office,———

Date of information, Feb., 1900. x

The Price Hill Inclined Plane Railroad Co.

Capital Stock, authorized, $400,000, issued, $300,000.

Plant and Equipment.—Two inclined planes each 800 ft. long; gauge, 5 ft. 6 in.; 60 lb. and 85 lb. T rail; 4 cars.

Officers.—Pres. & Gen. Man. Rees E. McDuffie, Sec. & Treas. Geo. T. McDuffie.

General Office, Price Hill.

References.—Description of road, Vol. X, Aug., '94, p. 492 (ill).

Date of information, Jan., 1900. z

CITY ISLAND (New York City), N. Y.

Population in 1880, 989, in 1890, 1,206, in 1896, 1,852.

Pelham Park Railroad Co.—Chartered Aug. 30, 1884. Annual meeting first Wednesday in June.

CAPITAL STOCK, authorized and issued, $50,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; coupon, but may be registered; dated Apr. 1, 1887, due 1907; denom. $500; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$	$ 9,652	$ 8,158	$8,078	$8,752
" other sources		428	237	1,117	530
" total	11,487	10,080	8,395	9,195	9,282
Operating expenses	9,172	7,480	6,366	9,346	5,604
Earnings from operation	2,315	2,600	2,028	* 151	3,678
Deductions from earnings	2,632	2,555	2,575	3,078	3,343
Net income	*317	45	*547	*3,229	335
Total deficit	1,785	1,740	2,286	5,514	5,179

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$44,553	$44,649	$44,745	$ 44,840	$44,937
" equipment	9,679	9,757	9,757	9,775	9,775
Stocks and bds. other co.'s	40,123	40,023	40,023	40,023	40,023
Current assets	4,284	3,308	1,883	1,830	2,432
Profit and loss (deficit)	1,785	1,739	2,286	5,515	5,179
Total	$100,424	$99,476	$98,695	$101,983	$102,346
LIABILITIES.					
Capital stock	$50,000	$50,000	$50,000	$ 50,000	$ 50,000
Funded debt	38,000	38,000	41,000	50,000	50,000
Int. on funded d'bt due & ac.	570	570	615	750	
Dividends unpaid	50	48			
Loans	11,500	10,000	6,000		
Accounts payable	304	858	1,080	1,233	2,346
Total	$100,424	$99,476	$98,695	$101,983	$102,346

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 3 ft. 6 in.; 30 lb. rail; 16 horses, 9 horse cars.

Please note date of information at end of each report.

OFFICERS.—Pres. H. D. Carey, V. Pres. Edward Haynes, Sec. & Treas. C. C. Corwin, Supt. W. H. Swinton.

DIRECTORS.—C. C. Corwin, H. D. Carey, H. D. Carey, Jr., Edward Haynes, Francis J. Lowe, F. M. Carney, Carsten Von Liehn,

GENERAL OFFICES, City Island, New York City, and 66 Beaver St., New York City.

Date of information, Feb., 1900. b c z

City Island Railroad.—Chartered Aug. 30, 1884 for 50 years. Annual meeting first Wednesday in June.

CAPITAL STOCK, authorized, $50,000, issued, $12,500.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $27,873; dated Jan. 2, 1888, due 1898; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.
Gross receipts	$2,428	$5,188	$5,296	$5,467
Operating expenses	1,369	3,628	2,028	4,328
Earnings from operation	1,059	1,560	3,268	1,139
Deductions from earnings.				
Taxes		186	285	247
Interest on funded debt		1,672	3,345	
" " floating debt		67		
Rentals			2,436	
Net deficit	42	366	2,798	*892
Total surplus account	1,017	652	2,181	402

*Surplus.

BALANCE SHEET.—Dated June 30,

	1896.	1897.	1898.	1899.
ASSETS.				
Cost of road	$42,634	$42,634	$42,634	$42,634
Cash and current assets	476	1,044	91	595
Bills and accounts receivable			1,334	1,724
Profit and loss (deficit)			490	
Total	$43,110	$43,678	$44,549	$44,953
LIABILITIES.				
Capital stock	$12,500	$12,500	$12,500	$12,500
Funded debt	27,873	27,873	27,873	27,873
Interest due and accrued		1,672	3,345	3,345
Accounts payable	1,720	980	457	833
Other liabilities			374	
Profit and loss (surplus)	1,017	652		402
Total	$43,110	$43,678	$44,549	$44,953

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 3 ft 6 in.; 30 lb. to 57 lb. steel rail.

OFFICERS.—Pres. Edwin B. Strout, V. Pres. Albert H. Corwin, Sec. & Treas. Frederick B. Corwin, Supt. Wm. H. Swinton.

DIRECTORS.—Edwin B. Strout, Albert H. Corwin, F. B. Corwin, Philip Jones, Frank Fechteler, Erwin M. Young, Frank A. Tupper.

GENERAL OFFICE, 113 Pearl Street, New York City.

Date of information, Feb., 1900. b c z

CLARKSVILLE, TENN.

Population in 1880, 3,880, in 1890, 8,924, in 1895 (local estimates), 13,000.

Electric Street Railway Co. of Clarksville, Tenn.—This is the successor to the Clarksville Street Ry. Co., which was sold under foreclosure of mortgage on June 9, 1896. Chartered June 13, 1896, in perpetuity. The company owns an exclusive fifty year city franchise.

CAPITAL STOCK, authorized, $50,000, issued, $20,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized; $50,000, issued, none; dated July, 1896, due 2016; denom. $500; int. payable Jan. and July, at office of Northern Bank of Tennessee, trustee of mortgage, Clarksville Trust & Banking Co.

NOTE.—The first mortgage bonds may be called for payment in five years from date of issue.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8 in.; 40 lb. T rail; 9 cars, of which 7 are motor cars and 2 trail cars; 300 H. P. station plant, Ball engines, Gen. Elec. dynamos and motors; Jones cars.

OFFICERS.—Pres. N. L. Carney, V. Pres. J. F. Shelton, Sec. Treas. & Gen. Man. Julien F. Gracey, Supt. Ch. Engr. & Elecn. Clay Stacker, Ch. Engr. of Power Station Ed. Drury.

DIRECTORS.—N. L. Carney, Julien F. Gracey, J. F. Shelton, L. R. Clark, W. M. Daniel, H. P. Gholson, R. H. Burney.

GENERAL OFFICE, 211 So. 10th St.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 289.

Date of information, Dec., 1899. d x

CLEVELAND, O.

Population in 1880, 160,141, in 1890, 261,353, in 1899 (local estimates), 400,000.

Akron, Bedford & Cleveland Railroad Co.—Chartered Nov., 1894, under the Railroad Laws of Ohio. On July 1, 1899 this company was consolidated with the AKRON TRACTION & ELECTRIC CO. forming the Northern Ohio Traction Co., Akron, O.

Cleveland, Berea, Elyria & Oberlin Railway Co.—This is a consolidation, in 1897, of the Cleveland, Berea & Elyria Ry. Co. and the Elyria & Oberlin Electric Ry. Co. Annual meeting second Tuesday in Jan.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—Cleveland & Berea Street Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $73,000; dated Jan. 1, 1892, due 1912, but payable on call after Jan. 1, 1902; denom. $1,000; int. payable Jan. and July, at office of The Savings & Trust Co., of Cleveland, trustee of mortgage.

Cleveland & Elyria Electric R.R. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated May 1, 1895, due 1915, but payable at company's option in 1905 and thereafter, denom. $500; int. payable May and Nov., at office of The Savings & Trust Co., of Cleveland, trustee of mortgage.

Elyria & Oberlin Electric Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated Aug. 1, 1897, due 1917, but payable at company's option in 1907, and thereafter; denom. $500; int. payable Feb. and Aug., at office of the Cleveland Trust Co., Cleveland, O., trustee of mortgage.

Dividend.—On common stock 1898, 3 p. c.

Plant and Equipment.—Miles of main line, 37, of second track, 3, of sidings, 3, total track (electric), 43; gauge, 4 ft. 8½ in.; 45 lb. 56 lb. 60 lb. 70 lb. and 73 lb. T and girder rail; 27 cars, of which 24 are motor cars and 3 trail cars; Allis and Slater engines, West. and Walker dynamos, West. and Johnson motors, Stirling boilers, Barney & Smith, Jackson & Sharp and Kuhlman cars.

Officers.—Pres. A. H. Pomeroy, V. Pres. A. E. Akins, Sec. L. E. Meacham, Treas. & Gen. Man. F. T. Pomeroy, Supt. W. J. Hillier.

Directors.—A. H. Pomeroy, A. E. Akins, O. D. Pomeroy, Will Christy, M. J. Mandelbaum, H. Q. Sargent, L. M. Coe, F. T. Pomeroy, S. C. Smith, L. E. Meacham, M. A. Sprague.

General Office, 614 Garfield Bldg., Cleveland, O.

References.—CLEVELAND & ELYRIA ELECTRIC R. R. Co.; description of road (brief), Vol. XII, Feb., '96, p. 88 (ill.).

Date of information, Jan., 1900. z

Cleveland & Chagrin Falls Electric Railroad Co.—Chartered Dec. 23, 1895, in perpetuity. Municipal and county franchises granted in 1896, for 25 years. Annual meeting third Wednesday in Jan. This road commenced operation May 1, 1897.

Capital Stock, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated May 1, 1896, due 1916; denom. $500; int. payable May and Nov., at office of the Guardian Trust Co., of Cleveland, O., trustee of mortgage.

Note.—First mortgage bonds may be called for payment at one month's notice at a price of par and accrued interest, at the option of the company, after May 1, 1906.

Operation.—Year ending Dec. 31,

	1898.	1899.
Gross receipts	$36,475	$39,487
Operating expenses	20,399	24,132
Earnings from operation	$16,076	$15,355

Plant and Equipment.—Miles of track (electric), 14.2; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T rail; 9 motor cars, 1 snow plow; 1250 H. P. station plant; 2 Russell, 1 Atlas engines, 2 Walker, 1 S. & H. dynamos, 4 Walker and 5 Steel motors, Kuhlman cars, Peckham and Dorner & Dutton trucks.

Officers.—Pres. F. M. Stearns, V. Pres. & Treas. C. E. Morganthaler, Sec. Wm. Woltman, Gen. Man. & Pur. Agt. R. L. Palmer, Elecn. H. Isler, Ch. Engr. Geo. Hulburt.

Directors.—R. L. Palmer, F. M. Stearns, C. E. Morganthaler, A. G. Hutchingson, J. R. Sprankle, M. G. Waterson, W. F. Walworth.

General Office, 404 American Trust Bldg., Cleveland, O.

Reference.—Description of cars, Vol. XIII, Aug. '97, p. 501 (ill.).

Date of information, Jan., 1900. z

Cleveland City Railway Co.—Chartered 1893. This is a consolidation of the Woodland Ave. & West Side St. R. R. Co. and the Cleveland City Cable Ry. Co.

Capital Stock, authorized, $8,000,000, issued, $7,600,000, in treasury, $400,000; par value, $100 per share.

MAP

SHOWING THE STREET RAILWAY SYSTEM

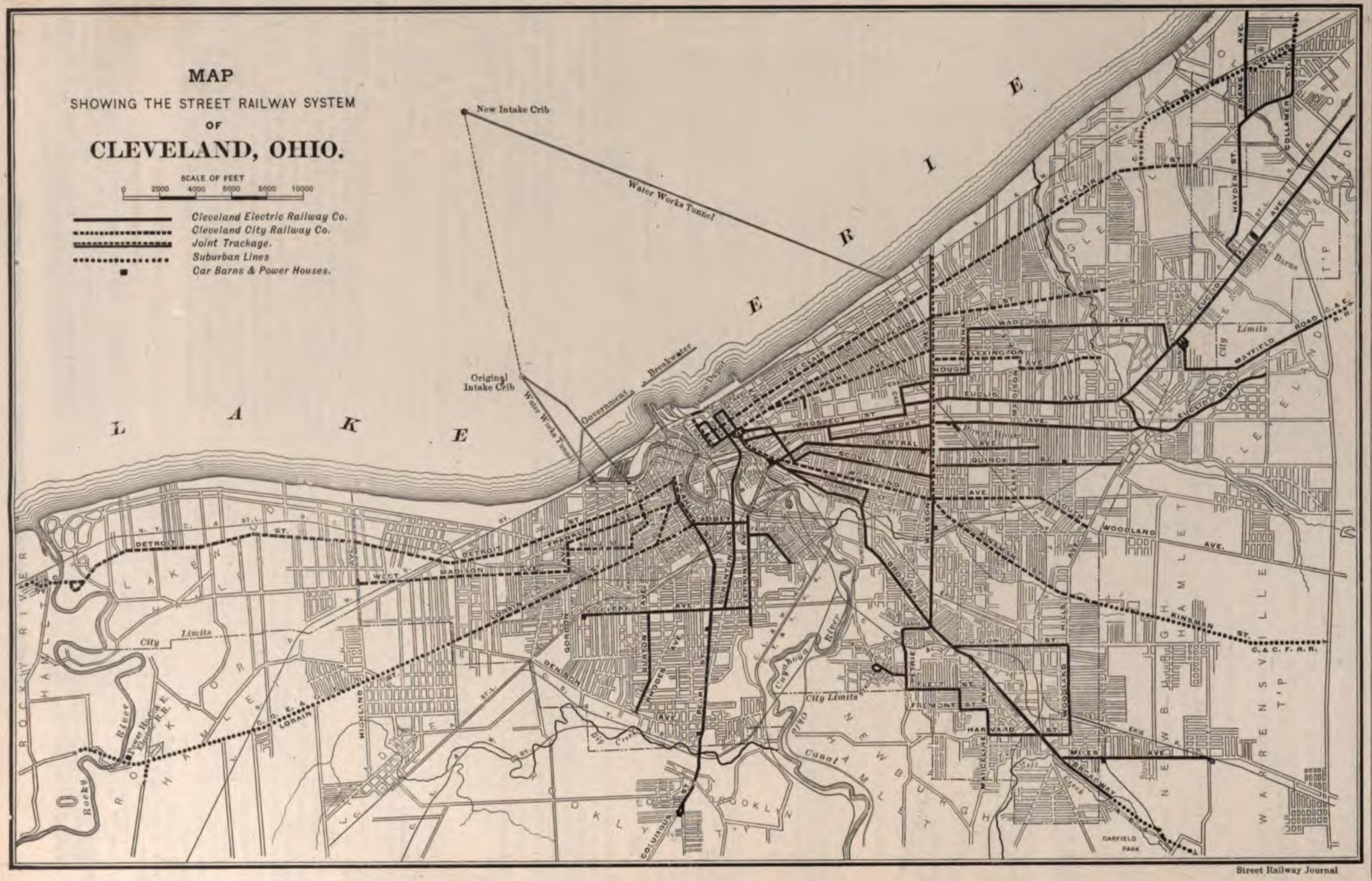
OF

CLEVELAND, OHIO.

SCALE OF FEET

0 2000 4000 6000 8000 10000

Cleveland Electric Railway Co.
Cleveland City Railway Co.
Joint Trackage.
Suburban Lines
Car Barns & Power Houses.



Street Railway Journal

Funded Debt.—Cleveland City Cable Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated July 1, 1889, due 1909; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track, 84; operated by electricity, 72, by cable, 12; gauge, 4 ft. 8½ in.; 82 lb. to 98 lb. girder rail; 360 cars, of which 212 are motor cars, 38 are grip cars and 110 trail cars; Globe engines, West., Short and Elwell-Parker dynamos, West. motors, Brill and Jones cars.

Officers.—Pres. M. A. Hanna, V. Pres. C. F. Emery, Sec. Treas. & Pur. Agt. J. B. Hanna, Gen. Supt. Geo. G. Mulhern.

Directors.—M. A. Hanna, J. H. Wade, C. F. Emery, C. A. Otis, J. B. Hanna, Dan P. Eells, R. R. Rhodes, S. T. Everett, Geo. Mulhern.

General Office, Western Reserve Bldg.

References.—CLEVELAND CITY CABLE RAILWAY CO., description of road, Vol. VII, Jan., '91, p. 7 (ill.); Vol. VII, June, '91, p. 277 (ill.); Vol. VIII, Souv., '92, p. 27 (ill.); description of power plant, Vol. VII, Sept., '91, p. 466 [ill]. CLEVELAND CITY RY.—Financial report, Vol. IX, July, '93, p. 491; details of consolidation, Vol. IX, June, '93, p. 357. WOODLAND AVE. & WEST SIDE.—Description of road (brief), Vol. VII, Jan., '91, p. 10; Vol. VIII, July, '92, p. 400 (ill.); Vol. VIII, Oct., '92, p. 602 (ill.); Vol. VIII, Souv., '92, p. 24 (ill.); description of power plant, Vol. IX, Mar., '93, p. 152 (ill.); Vol. IX, Mar., '93, p. 152 (ill.); pleasure park, Vol. XIII, June, '97, p. 348.

Date of information, Jan., 1900. z

For map of road see page 66.

Cleveland Electric Railway Co.—Chartered Mar. 1, 1893. Annual meeting third Wednesday in Jan. This is a consolidation of the East Cleveland Ry. Co., the Brooklyn Street R. R. Co., the South Side St. R. R. and the Broadway & Newburgh St. Ry. Co.

Capital Stock, authorized and issued, $12,000,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized (see Note), $3,500,000, issued, $1,850,000, in escrow (see Note), $1,900,000; coupon, but may be registered; dated Mar. 1, 1893, due 1913; denom. $1,000; int. payable Mar. and Sept., at office of the Central Trust Co., of New York, trustee of mortgage.

East Cleveland R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated 1892, due Sept., 1, 1910; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

Brooklyn Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $600,000; dated $300,000 on Sept. 1, 1883, $300,000 on Sept., 1, 1890, due 1903; denom. $1,000; int. payable Mar. and Sept.

South Side Street R.R.Co.'s first mortgage 6 p. c. bonds, authorized and issued, $300,000; dated Sept., 1, 1888, due 1903; denom. $1,000; int. payable Mar. and Sept., at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Note.—Under the laws of Ohio the stockholders are individually liable for the debts of the company (including mortgage bonds) to an amount equal to the par value of the stock.

The first mortgage bonds are a first lien on the Broadway & Newburgh system and on all extensions and improvements subsequent to the consolidation.

$1,900,000 of the first mortgage bonds are held in escrow to retire at maturity the three prior liens described.

Bonds in excess of $3,500,000 cannot be issued on the mileage, of 1893. Further issues may be made for increase of mileage to the extent of 85 p. c. of the actual cost of such extensions and of increase of plant, but not in any event exceeding $25,000 per mile, and only in case the net earnings for the preceding 12 months are equal to at least double the interest on the bonds outstanding and proposed to be issued.

Operation.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Gross receipts.	$1,503,620	$1,634,841	$1,632,024	$1,718,515	$1,487,706
Operating exp.	912,538	1,080,979	1,038,945	1,046,593	967,945
E'rn'gs fr'm op.	591,082	553,862	593,079	671,922	519,761

Dividends, in 1897, 3 p. c., in Jan., Apr. and July, 1898, 3 p. c., in Oct., 1898, 4 p. c.; in 1899, 2½ p. c.

Plant and Equipment.—Miles of track (electric), 125; gauge, 4 ft. 8½ in.; 62 lb. to 98 lb. girder rail; 517 cars, of which 350 are motor cars and 167 trail cars; Allis engines, West., Gen. Elec. and Steel Motor Co. dynamos and motors, Brill, Kuhlman, Stephenson and Jones cars.

Officers.—Pres. & Gen. Man. Henry A. Everett, V. Pres. Chas. L. Pack, Sec. R. A. Harman, Treas. E. W. Moore, Asst. Sec. & Treas. Fred. S. Borton, Elec. Engr. E. J. Cook, Pur. Agt. C. W. Wason, Gen. Supt. R. M. Douglass.

Directors.—Horace E. Andrews, R. A. Harman, James Parmelee, John J. Stanley, Henry A. Everett, Chas. L. Pack, E. W. Moore, M. T. Herrick, Chas. W. Wason.

References.—Description of new car, Vol. IX, Aug., '93, p. 520 (ill.); Description of repair shop, Vol. XI, Aug., '95, p. 509 (diagrams). EAST CLEVELAND RY. CO.—Description of road, Vol. VI, Jan., '90, p. 25; Vol. VIII, Apr., '92, p. 200 (ill.); Vol. VIII, Souv., '92, p. 18 (ill.). BROOKLYN STREET R. R. CO.—Description of road, Vol. VIII, Souv., '92, p. 31 (ill.). SOUTH SIDE STREET R. R. CO.—Description of road, Vol. VI, Jan., '91, p. 26. BROADWAY & NEWBURGH STREET RY. CO.—Description of road, Vol. VIII, Souv., '92, p. 31 (ill.). CLEVELAND ELECTRIC RY. CO.—Description of repair shop, Vol. XI, Aug., '95, p. 509 (diagrams); description of road (brief). Vol. XII, Oct., '96, p. 606; description of power house and repair shops, Vol. XV, Apr., '99, p. 199 (ill.).

Date of information, Jan., 1900. z

For map of road see page 66.

Cleveland, Painesville & Eastern Railroad Co.—Chartered Apr. 25, 1895. This company's lines run from Euclid, O., to Painesville, and from Willoughby, O., to Cleveland (opened Apr., 1898).

Capital Stock, authorized and issued, $1,500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $500,000; dated Apr. 1, 1896, due 1916; denom. $1,000; int. payable Apr. and Oct., at office of Cleveland Trust Co., Cleveland, O.; trustees of mortgage, Cleveland Trust Co. and State Trust Co., of New York.

Debenture 6 p. c. coupon bonds, authorized and issued, $500,000; dated July 1, 1897, due 1907; denom. $1,000; int. payable Jan. and July, at office of Dime Savings & Banking Co., Cleveland, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized, $1,500,000; issued, $350,000; in escrow, $1,000,000; in treasury, $150,000 (see Note); dated Oct. 1, 1898, due 1918; denom. $1,000; int. payable Apr. and Oct. at office of Dime Savings & Banking Co., Cleveland, and Colonial Trust Co., of New York City.

Note.—$1,000,000 of the consolidated mortgage bonds are held to retire the first mortgage and the debenture bonds described above at maturity.

Operation.—

	6 mos. end'g Dec. 31, 1896.	Year ending Dec. 31, 1897.	Year ending Dec. 31, 1898.	Year ending Dec. 31, 1899.
Gross receipts	$33,341	$87,533	$105,360	$121,387
Operating expenses	16,068	*46,915	58,880	65,946
Earnings from operation	17,273	40,619	46,480	55,441
Deductions from earnings.				
Interest on bonds	6,250	25,000	25,000	25,000
Interest on floating debt	3,830			
Net income	7,193	15,619	21,480	30,441
Total surplus		22,937	23,791	
Pt c. op. exp. to gross receipts.	48	53.6	55.8	54.3

*Including debenture interest.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.
Cost of road and equip.	$1,102,445	$2,029,787	$2,313,417
Treasury bonds	107,998		
Other permanent investments			6,782
Cash	5,044	3,284	
Bills and accts. rec'ble	735	40,632	19,235
Insurance, taxes and rentals prepaid	317	441	
Materials and supplies			1,003
Other assets			1,208
Total	$1,216,539	$2,074,144	$2,341,645
LIABILITIES.			
Capital stock	$ 500,000	$1,000,000	$1,000,000
Funded debt	500,000	779,000	950,000
Bills and accts. payable	202,576	263,974	341,839
Interest accrued	6,250	6,250	21,250
Injury and damage fund	520	1,983	4,765
Profit and loss (surplus)	7,193	22,937	23,791
Total	$1,216,539	$2,074,144	$2,341,645

Plant and Equipment.—Miles of track (electric), 38.26; gauge, 4 ft. 8½ in.; 68 lb. girder and 70 lb. T rail; 27 motor cars; Cooper engines, Gen. Elec. dynamos and motors, Brill cars and trucks.

Officers.—Pres. Chas. W. Wason, V. Pres. J. A. Biedler, Sec. F. S. Borton, Treas. E.W. Moore, Asst. Sec. G. E. Bender, Supt. J. Jordan.

Directors.—Chas. W. Wason, J. A. Biedler, H. A. Everett, I. N. Topliff, Fred Storm, Fred S. Barton, E. W. Moore.

General Office, Willoughby, O.

Reference.—Description of road (brief), Vol. XII. Feb., '96, p. 89; annual report, Vol. XV, Apr., '99, p. 244.

Date of information, Feb., 1900. c z

The Lorain & Cleveland Railway Co.—Chartered Nov. 11, 1895. Annual meeting second Tuesday in Jan.

Capital Stock, authorized $1,000,000, issued, $700,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued $700,000; coupon, but may be registered; dated July 1, 1897, due 1927, but redeemable after July 1, 1917 at option of

Please note date of information at end of each report.

the company; denom. $1,000; int. payable Jan. and July at Cleveland Trust Co., of Cleveland, or Colonial Trust Co., of New York; trustee of mortgage, Cleveland Trust Co.

Note.—Treasury bonds may be issued for improvements or extensions.

Operation.—Year ending Dec. 31,	1898.	1899.
Gross receipts	$73,036	$92,629
Operating expenses	33,665	39,324
Earnings from operation	39,371	53,305
Deductions from earnings.		
Interest on bonds	35,000	35,000
Net income	4,371	18,305
Per cent. op. exp. to gross receipts	46.	42.45

Plant and Equipment.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 70 lb. T rail; 13 motor cars; Cooper engines, Siemens & Halske dynamos, Gen. Elec. motors, Brill cars.

Officers.—Pres. B. Mahler, V. Pres. J. B. Hanna, Sec. Jas. B. Hoge, Treas. E. W. Moore, Asst. Sec. F. W. Coen, Supt. W. E. Davis.

Directors.—B. Mahler, J. B. Hanna, Jas. B. Hoge, E. W. Moore, W. J. Gawne, C. H. Stewart, H. A. Everett.

General Office, Electric Bldg., Cleveland, O.

Reference.—Description of road, Vol. XIII, Apr., '97, p. 231 (ill.); analysis of the operation of the road, Vol. XV, May, '99, p. 265 (ill.); speed test, Vol. XV, June, '99, p. 363 (tables).

Date of information, Jan., 1900. z

The Cleveland & Eastern Electric Railroad Co.—This company was incorporated Mar., 1898, to construct an electric railway from the lines of the Cleveland Electric Ry. Co., on Mayfield Road to Gates Mills, Chester Cross Roads, Fullerton, Lake Punderson, Burton and a branch to Chardon, passing through Fowler's Mills. Commenced operation of the road Dec. 29, 1899.

Capital Stock, authorized and issued, $1,200,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated Nov., 1899, due 1919; denom. $1,000; int. payable May and Nov. at office of Cleveland Trust Co., of Cleveland, O., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 60; gauge, 4 ft. 8½ in.; 64 lb. T rail; 12 motor cars; 4 S. & H. generators, Johnson motors, 2,500 H. P. station plant, Sterling boilers, Jewett cars.

Officers.—Pres. H. P. McIntosh, V. Pres. H. A. Sherwin, Sec. & Treas. E. G. Tillotson, Gen. Man. R. L. Andrews, Supt. J. R. Curtis, Ch. Engr. M. A. Munn, Elecn. C. Pettingill.

General Office, 711 New England Bldg., Cleveland, O.

Date of information, Feb., 1900. x

Chagrin Falls & Eastern Electric Railway Co.—This company was incorporated Apr., 1898, to construct an electric railway from Chagrin Falls to Garrettsville, a distance of 27 miles. This road is operated, under contract, by the Cleveland & Chagrin Falls Electric Ry. Co.

Capital Stock, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $60,000; dated 1898, due May 1, 1918; denom. $500; int. payable May & Nov. at office of Guardian Trust Co., Cleveland, O., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars; Siemens Halske generators; 750 H. P. station plant; Kuhlman cars.

Officers.—Pres. F. M. Stearns, V. Pres. M. G. Waterson, Sec. A. G. Hutchinson, Treas. C. E. Morgenthaler, Gen. Man. R. L. Palmer.

General Office, 404 American Trust Bldg., Cleveland O.

Date of information, May, 1899. c

NEW CORPORATIONS.

Cleveland, Medina & Southern Electric Railway Co.—This company was incorporated in Oct., 1897, to construct an electric railway from Cleveland to Medina and Worcester, and eventually to Cincinnati. Contracts have been awarded for grading and overhead work for about 50 miles of the road.

Capital Stock, $750,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, $500,000; dated 1898, due July 1, 1918; denom. $500; int. payable Jan. and July at office of company, Cleveland. Trustee of mortgage, Cleveland Trust Co.

Officers.—Pres. Joseph W. Roof, V. Pres. F. C. McMillin, Sec. A. R. Gibson, Treas. Geo. R. McKay, Ch. Engr. E. F. Milligan.

General Office, Cleveland, O.

Date of information, Feb., 1900. d x

Bellefontaine, Lima & Kenton Railroad Co.—This company was organized Dec. 14, 1899, to construct an electric railway from Lima to Bellefontaine, with a branch to Kenton. Construction work, it is stated, is to be pushed in the spring of 1900.

Incorporators.—Wm. H. Miller and associates.

Address, 425 Society for Savings Bldg., Cleveland, O.

Date of information, Dec., 1899. z

CLINTON, IA.

Population in 1880, 9,052, in 1890, 13,619, in 1900, 23,000.

State Electric Co.—This company is the successor to the Clinton & Lyons Horse Ry. Co.

CAPITAL STOCK, $500,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 45 lb. and 54 lb. girder and T rail; 18 cars, of which 12 are motor cars and 6 trail cars; 350 H. P. generators, 350 H. P. engines, Ideal engines, Gen. Elec. dynamos, Pullman and St. Louis cars.

OFFICERS.—Pres. E. C. Walsh, V. Pres. D. Langan, Sec. C. C. Coan, Treas. A. L. Stone, Gen. Man. J. P. Calnan, Supt. & Pur. Agt. H. C. Judson.

GENERAL OFFICE, Clinton, Ia.

Date of information, Jan., 1900. z

CLINTON, MASS.

Clinton & Hudson Street Railway Co.—This road is now under construction.

CAPITAL STOCK, authorized, $100,000, paid in, $51,150.

BALANCE SHEET.—Dated Sept. 30, 1899.

Assets.		Liabilities.	
Cost of road	$83,405	Capital stock	$51,150
" " equipment	5,010	Unfunded debt	57,000
Cash and current assets	19,735		
Total	$108,150	Total	$108,150

OFFICERS.—Pres. Alexander S. Paton, V. Pres. Jerome Marble, Sec. & Treas. Walter R. Dame, Supt. John W. Ogden.

DIRECTORS.—Alex. S. Paton, J. Marble, W. R. Dame, Wm. S. Reed, John G. Peters, Charles A. Kabley, Wm. K. Tylee.

GENERAL OFFICE, Clinton, Mass.

Date of information, Oct., 1899. b

CLINTON, MO.

Population in 1880, 2,868, in 1890, 4,737, in 1894, 6,940.

Clinton Street Railway Co.—Chartered in 1888, for 20 years.

CAPITAL STOCK, $12,000; par value; $100 per share.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft.; Z. T and crescent rail; 8 horses, 5 horse cars.

OFFICERS.—Pres. H. P. Faris, V. Pres. A. Faris, Sec. & Treas. J. R. Winters.

GENERAL OFFICE, Clinton, Mo.

Date of information, Dec., 1899. z

CLYDE, N. Y.

Population in 1880, 2,826; in 1890, 3,500.

Clyde & Sodus Bay Railroad Co.—This company has been organized to construct an electric railway from Clyde extending through Rose, North Rose and Resort to Bonni Castle. The company has secured all the necessary franchises and proposes to begin construction about June 1, 1899.

CONTEMPLATED PLANT AND EQUIPMENT.—It is stated that power to operate the road will be obtained from the Clyde Elec. Co. Miles of track (electric), 26.

OFFICERS.—Pres. C. W. Field, V. Pres. E. Moir, Sec. & Treas. J. C. Gillette, Gen. Mgr. L. L. Moses.

GENERAL OFFICE, Clyde, N. Y.

Date of information, May, 1899. c d

COHOES, N. Y.

Population in 1880, 19,416, in 1890, 22,509.

The Cohoes City Railway Co.—Chartered July 29, 1894. On Dec. 30, 1899, this company was consolidated through the Albany Ry. with the United Traction Co. of Albany (see Albany, N. Y.).

Date of information, Dec., 1899. b

COLORADO SPRINGS, COL.

Population in 1880, 4,226, in 1890, 11,140.

Colorado Springs Rapid Transit Railway Co.—Chartered 1890, in perpetuity. In Feb., 1895, the company leased the Manitou Electric Ry. & Construction Co. for 10 years.

CAPITAL STOCK, $500,000; par value, $100 per share.

FUNDED DEBT—First mortgrge 6 p. c. bonds, authorized and issued, $350,000; denom. $1,000; dated 1890, due 1910; int. payable Apr. and Oct., at Chemical Nat'l Bank, of New York.

Consolidated mortgage 6 p. c. gold bonds, authorized, $500,000; issued, $150,000; in escrow to retire first mortgage bonds, $350.000; dated Apr. 1, 1891, due 1921, but subject to call after Oct. 1, 1896; int. payable Apr. and Oct., at Chemical Nat'l Bank, of New York; trustee of mortgage, Central Trust Co., of New York.

OPERATION.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.
Gross receipts	$152,032	$142,664	$137,823	$170,610
Operating expenses	86,903	84,775	88,531	94.591
Earnings from operation	65,129	57.889	49,292	76,019
Deductions from earnings.				
Interest, taxes and insurance.	34,081	33,912	33,480	33,407
Net income	31,048	23,976	15,812	42,612

PLANT AND EQUIPMENT.—Miles of track owned (electric), 28.5; leased (electric) 1.5; gauge, 4 ft. 8½ in.; 30 lb. T rail; 41 cars, of which 28 are motor cars and 13 trail cars; Allis and Reynolds-Corliss engines, Gen. Elec. dynamos and motors, Pullman and Woeber cars.

OFFICERS.—Pres. F. L. Martin, V. Pres. E. J. Eaton, Sec. Treas. & Gen. Man. A. L. Lawton, Supt. Pur. Agt. & Elecn. D. L. Macaffree, Asst. Supt. F. C. Lawton, Ch. Engr. of Power Station C. Bibb.

REFERENCES—Prospectus, Vol. IX, Apr., '93, p. 238. MANITOU & PIKE'S PEAK R. R. Co. Description of road, Vol. IX, Apr., '93, p. 238 (ill.).

GENERAL OFFICE, address P. O. Box 134.

Date of information, Feb., 1900. x

COLUMBIA, S. C.

Population in 1880, 10,036, in 1890, 15,359, in 1899 (local estimates), 27,000.

Columbia Electric Street Railway, Light & Power Co.—This company owns a 500 H. P. water power plant, an auxiliary steam plant, and electric light plant and the railway plant described below. In Aug., 1899, this property was sold to W. H. S. Whaley for $257,500, who purchased for a syndicate.

CAPITAL STOCK, authorized and issued, $500,000 (increased from $75,000 by act of assembly 1899).

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $162,000, of which $116,000 are in treasury, not yet sold; coupon, but may be registered; dated May, 1892, due 1922; denom. $1,000; int. payable May and Nov., in Columbia, and at office of Mercantile Trust & Deposit Co., of Baltimore, Md.

PLANT AND EQUIPMENT.—Miles of track (electric). 10; gauge, 4 ft. 8½ in.,; 48 lb. T rail; 18 motor cars, of which 8 are closed cars and 10 open cars; Short dynamos, West. and Steel motors, Lamokin and St. Louis cars.

OFFICERS.—Pres. Gen. Man. & Treas. J. Q. Marshall, V. Pres. T. T. Moore, Sec. W. H. Lyles, Supt. A. Wallace.

DIRECTORS.—J. Q. Marshall, W. A. Clark, Jas. Woodrow, T. T. Moore, John T. Sloan, Jr., Wm. H. Lyles, Geo. B. Edwards.

GENERAL OFFICE, 85 Gervais St.

Date of information, Feb., 1900. x

COLUMBUS, GA.

Population in 1880, 10,123, in 1890, 17,303.

Columbus Railroad Co.—Chartered Sept. 15, 1866. The North Highlands R. R. Co. was consolidated with this company by purchase in Dec., 1894. This company also acquired by purchase all the property of the Brush Electric Light & Power Co. of Columbus, Ga. in March, 1896.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—New issue of bonds: First mortgage 5 p. c. gold bonds, authorized, $450,000, issued, $430,000; and second mortgage 6 p. c. non-accumulative gold bonds authorized and issued, $250,000; dated March 2, 1898, due Oct. 1, 1937; int. payable Apr. and Oct., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgages.

NOTE.—Of the above first mortgage bonds, $27,000 are held by the Trust Co. to secure $27,000 of underlying 6 p. c. bonds, due in 1913; and $20,000 are left in hands of Trust Co. to be used for improvements.

OPERATION.—Year ending Dec. 31, 1898.

Gross receipts railway and lighting plant	$90,488
Operating expenses	55,645
Earnings from operation	34,843
Deductions from earnings.	
Interest on bonds	11,695
Taxes	2,672
Net income	20,476
Per cent. op. exp, to total receipts	64.

BALANCE SHEET.—Dated Dec. 31, 1898.

Assets.		Liabilities.	
Cost of road and lighting plant	$ 965,551	Capital stock	$ 250,000
Other perm'nt invest	3,000	Funded debt	680,000
Cash	8,093	Accrued interest	5,442
Bills and accts. rec'v'ble.	89,111	Bills and accts. payable.	57,552
Material and supplies	1,400	Profit and loss (surp)	74,161
Total	$1,067,155	Total	$1,067,155

PLANT AND EQUIPMENT.—Miles of track, 24.5; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 28 cars, of which 19 are motor cars, 5 trail cars, 2 steam cars and 2 steam engines; Gen. Elec. dynamos and motors, Jackson & Sharp cars; water power.

OFFICERS.—Pres. Jno. F. Flournoy, (Columbus, Ga.); V. Pres. W. D. Stratton, (100 B'way, N. Y.); Sec. & Treas. Pierre W. Briggs, (100 B'way, N. Y.); Supt. R. R. Dept., W. D. Keene, Elecn. W. E. Boilean.

GENERAL OFFICE, 100 Broadway, N. Y

Date of information, Feb., 1899. 7

COLUMBUS, IND.

Population in 1880, 4,813, in 1890, 6,719, in 1899, 10,500.

John S. Crump's Street Railway.—Chartered May 30, 1890, in perpetuity. This is not an incorporated company, the property and franchises being owned by John S. Crump.

PLANT AND EQUIPMENT.—Miles of track, 7; operated by electricity, 6.5, by horses, .5; gauge, 4 ft. 8½ in.; 30 lb. T rail; 9 cars, of which 1 is a horse car, 4 are motor cars and 4 trail cars; Ide engines, American and Brownell cars.

OFFICERS.—Proprietor John S. Crump, Man. R. F. Gottschalk, Supt. J. W. Crump, Jr.

Date of information Dec., 1899. z

COLUMBUS, O.

Population in 1880, 51,647, 1890, 88,150, in 1898 (local estimate), 145 000,

Columbus Railway Co.—This company was incorporated in Aug., 1899, and is a consolidation of the Columbus Street Ry. Co., chartered Apr. 25, 1892, the Crosstown Street Ry. Co., chartered 1893, and the Columbus Central Ry. Co., chartered 1893, which comprise all of the street railways in the city of Columbus.

Capital Stock.—Common, authorized and issued, $3,500,000; par value, $100 per share.

Preferred, 5 p. c. cumulative authorized and issued, $3,500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 4 p. c. gold bonds authorized and issued to trustee, $7,000,000 (see note); dated Oct. 1, 1899, due 1939; denom. $1,000; int. payable Jan., Apr., July and Oct. at offices of the company, Columbus, O., E. W. Clark & Co., Phila., Pa. or the Union Savings Bank & Trust Co., Cincinnati, O., trustee of mortgage.

Note.—The entire issue of $7,000,000 bonds has been executed by the company and deposited with the trustee for the following purposes.

$702,000 of the bonds are held to redeem and cancel the bonds of the Columbus Consolidated St. R. R. Co.

$2,298,000 of the bonds are held to redeem and cancel the bonds of the Columbus St. Ry. Co.

$300,000 of the bonds are to be certified for retiring the outstanding issue of $300,000 4 p. c. notes of the Columbus St. Ry. Co.

$572,000 of the bonds are held to redeem and cancel the bonds of the Crosstown St. Ry. Co.

$1,500,000 of the bonds have been issued to pay for the property of the Columbus Central Ry. Co.

$628,000 of the bonds are held by trustee, and can only be issued on the vote of the Directors of the company for betterments, improvements, further extensions and purchases of other lines.

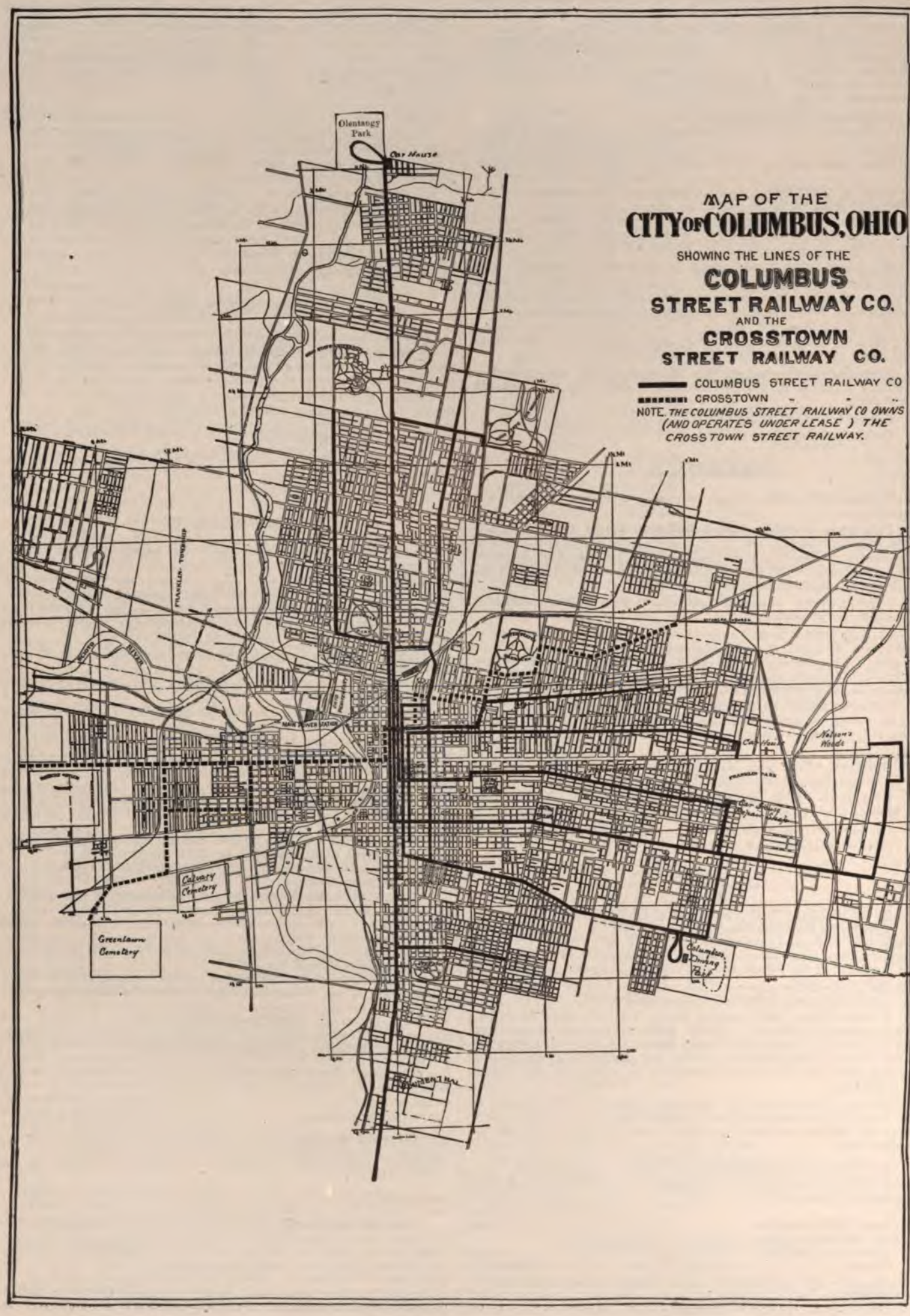
$1,000,000 of the bonds are held by trustee to be issued only under certain limitations on approval of the majority of the Directors, after the stockholders have authorized their issue.

Operation.—First three months of new consolidation ending Dec. 31, 1899.

Gross earnings	$227,092
Operating expenses	110,462
Earnings from operation	116,630
Deductions from earnings.	
Fixed charges	71,572
Net income	45,058

Plant and Equipment.—Miles of track (electric), 98; gauge, 5 ft. 2½ in.; 45 lb. to 74 lb. T and 45 lb. to 100 lb. girder rail; 233 passenger cars, of which 100 are box and 67 are open motor cars, 37 box and 29 open trail cars, 4 motor freight cars, 171 motor trucks; Gen. Elec. and West motors. Spring St. power station. 10—B. & W. boilers aggregating 2250 H. P., 3 McI. & S, 2 Buckeye and 1 Green-Wheelock compound engines aggregating 3900 H. P., one 850 K. W.

Please note date of information at end of each report.


Olentangy Park
MAP OF THE
CITY OF COLUMBUS, OHIO
SHOWING THE LINES OF THE
COLUMBUS
STREET RAILWAY CO.
AND THE
CROSSTOWN
STREET RAILWAY CO.
COLUMBUS STREET RAILWAY CO
CROSSTOWN
NOTE. THE COLUMBUS STREET RAILWAY CO OWNS (AND OPERATES UNDER LEASE) THE CROSSTOWN STREET RAILWAY.
Franklin Township
Scioto River
Main River Station
Calvary Cemetery
Greenlawn Cemetery
Nelson's Hotel
Franklin Park
Columbus Driving Park

and two 500 K. W. and seven 75 K. W. Gen. Elec. generators aggregating 2375 K. W. Milo Station—8 Sterling boilers aggregating 1600 H. P., West engines and generators aggregating 1100 H. P.

Officers.—Pres. Robert E. Sheldon, V. Pres. & Treas. Edward K. Stewart, 2nd V. Pres. Clarence M. Clark, Sec. & Auditor P. V. Burington, Gen. Supt. M. S. Hopkins.

Directors.—Robert E. Sheldon, E. K. Stewart, Geo. W. Sinks, Theodore Rhoads, C. M. Clark.

Executive Committee.—Robert E. Sheldon, E. K. Stewart, Geo. W. Sinks.

General Office, 14 No. High Street, Columbus, O.

References.—Description of road, Vol. VII, Jan., '91, p. 2; description of power plant, Vol. VIII, June, '92, p. 341 (ill.). GLENWOOD & GREENLAWN STREET RY. CO.—Financial report, Vol. IX, Aug., '93, p. 559; annual report, 1894, Vol. XI, Feb., 95, p. 119; dividend, Vol. IX, Feb., '93, p. 128. Description of park, Vol. XV., Jan., '99, p. 25 (ill.); annual report, Vol. XV, Feb., '99, p. 105.

Date of information, Jan., 1900. z

Grove City & Green Lawn Street Railway.—This street railway is owned by A. G. Grant, 6 miles in length, running from Columbus to Grove City, which was placed in operation Nov. 1, 1898. and who is now endeavoring to secure the necessary franchise to make an extension, 8 miles in length, build new power house, etc.

Plant and Equipment.—Miles of track (electric) in operation, 6, proposed, 8; gauge, 5 ft. 2 in.; 40 lb. T rail; 6 cars, of which 3 are motor cars and 3 trail cars; West motors.

Officers.—Owner and Man. A. G. Grant, Sec. Geo. B. Darnell, Pass. Agt. E. C. Grant.

General Office, Eberly Bldg., Columbus, O.

Date of information, Feb., 1900. z

Worthington, Clintonville & Columbus Street Railway Co.

Capital Stock, authorized, $40,000, issued, $32,000.

Funded Debt, $10,000, reserved in hands of trustee, no bonds sold.

Plant and Equipment.—Miles of track (electric), 5; gauge, 5 ft. 2 in.; 45 lb. T rail; 5 cars, of which 4 are motor cars and 1 trail car; West. dynamos and motors, Brill cars; rent power.

Officers.—Pres. F. D. Simons, Sec. & Treas. T. A. Simons, Aud. R. M. Weaver, Ch. Engr. & Elecn. W. Owens.

General Office, Room 21, Board of Trade, Columbus, O.

Date of information, Feb., 1900. x

CONCORD, N. H.

Population in 1880, 13,843, in 1890, 17,004.

Concord Street Railway.—Chartered 1879, in perpetuity. Annual meeting first Wednesday in Sept.

CAPITAL STOCK.—Common stock, authorized, $100,000, issued, $50,000; par value, $100 per share.

6 p. c. cumulative preferred stock, authorized, $100,000, issued, $50,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $150,000, issued, $118,500, in escrow (see Note), $31,500; dated Dec. 1, 1893, due 1913; denom. $500; int. payable June and Dec., at office of Nat'l Bank of Redemption, of Boston, trustees of mortgage, John F. Jones and Josiah E. Fernald, of Concord.

NOTE.—$31,500 of the first mortgage bonds are in the hands of the trustees and may be issued and sold for new track and rolling stock at a rate not exceeding 75 per cent. of the cost thereof, nor $8,000 per mile of track.

The first mortgage bonds may be called for payment in 1898 or at any time thereafter till 1903 at 102 and accrued interest, and in 1903 and thereafter they may be called at par and accrued interest.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$51,419	$49,169	$48,908	$51,979	$54,983
" " other sources.	546	1,491	871	461	2,381
" total	51,965	50,650	49,779	52,440	57,364
Operating expenses	43,757	46,064	43,479	44,510	49,475
Earnings from operation	8,208	4,596	6,300	7,930	7,889
Deductions from earnings.					
Interest charges	5,060	5,532	5,738	5,912	5,951
Taxes	421	656	748	811	793
Net income	2,727	*1,592	*185	1,207	1,145

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.
General expenses	$44,202	$32,709	$32,510
Transportation expenses	1,862		
Maintenance of way and buildings		10,669	12,000
Damages for injuries to persons and prop.		100	
Total	$46,064	$43,479	$44,510

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.
Passengers carried	971,160	960,795	1,039,573
Car miles run (approximate)	96,000		

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction	$ 88,391	$ 90,223	$ 91,700	$ 91,700	$ 91,700
Equipment	95,000	100,907	101,677	102,398	103,973
Real estate	26,000	28,842	29,494	29,894	30,140
Cash assets	5,561	837	552	1,015	455
Bills receivable	13,200	5,000		2,500	2,500
Profit and loss (deficit).			151	1,018	2,057
Total	$228,152	$225,809	$223,575	$228,525	$230,825
LIABILITIES.					
Capital stock com	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
" " pref.	50,000	50,000	50,000	50,000	50,000
Funded debt	118,500	118,500	116.000	118,500	118,500
Bills payable	5,027	7,275	7,575	10,025	12,325
Profit and loss (surplus)	4,626	34			
Total	$228,152	$225,809	$223,575	$228,525	$230,825

PLANT AND EQUIPMENT.—Miles of track (electric), 12.5; gauge, 3 ft.; 35 lb. to 50 lb. T and 90 lb. girder rail; 29 cars, of which 23 are motor cars and 6 trail cars; 500 H. P. station plant; Rollins engines, Gen. Elec. dynamos and motors, Briggs, Lamokin and Stephenson cars, Tripp and Taylor trucks.

OFFICERS.—Pres. & Pur. Agt. J. H. Albin, Treas. & Clerk A. B. Cross, Supt. Henry E. Chamberlin.

DIRECTORS.—John H. Albin, George A. Cummings, H. A. Tuttle, George W. Abbott, Howard A. Dodge, Paul R. Holden, Gardner B. Emmons.

GENERAL OFFICE, 20 Pleasant St., Concord, N. H.

REFERENCE.—Notes, Vol. VII, July, '91, p. 374.

Date of information, Jan., 1900. z

CONNELLSVILLE, PA.

Population of Connellsville, New Haven & Leisenring in 1880, 4,051, in 1890, 10,000.

Connellsville, New Haven & Leisenring Street Railway Co.—Chartered May 9, 1891, in perpetuity. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $100,000, issued, $70,000, in treasury, $30,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $30,000; dated May 1, 1892, due 1902, but redeemable after 1897; denom. $1,000; int. payable May and Nov. at First National Bank of Connellsville, trustee of mortgage.

Note.—The first mortgage bonds may be called for payment any time after 1897 at a price of par and accrued interest.

FRANCHISES.—Municipal franchises were granted in 1890 and 1891 in perpetuity.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$14,455	$17,384	$15,576	$18,735	$19,378
Operating expenses	16,710	11,559	11,155	14,972	14.459
Earn. from operation	*2,255	5,825	4,421	3,763	4,919
Deductions from earnings.					
Int. on bonds		800	1,183	1,200	1,400
" " floating debt.		1,710		1,845	1,085
Taxes			447	240	
Other deductions		412	1,719		1,098
Net income		2,903	*1,072	478	1,336
Total surplus account		*570	502	980	2,216
Per cent. op. exp. to total rec.		66.5	71.6	81.5	74.6

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$ 67,732	$ 85,385	$ 85,385	$ 85,581	$ 85,581
" equipment	38,716	33,022	32,890	32,781	32,774
Real estate	5,248				
Cash and current assets	72	160	1,573	575	716
Other assets	6,958	691		745	597
Profit and loss (deficit).		570			
Total	$118,726	$119,828	$119,848	$119,684	$119,668
LIABILITIES.					
Capital stock	$ 70,000	$ 70,000	$ 70,000	$ 70,000	$ 70,000
Funded debt	13,000	21,000	24,000	24,000	30,000
Bills payable	32,303		24,900	24,504	16,750
Accrued interest		175	200	200	250
Other liabilities	696	28,653	247		452
Profit and loss (surplus)	2,727		502	980	2,216
Total	$118,726	$119,828	$119,848	$119,684	$119,668

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.25; gauge, 5 ft. 2½ in.; 60 lb. girder rail; 5 motor cars; 2,100 H. P. Taylor engines, Gen. Elec. and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. & Gen. Man. J. D. Frisbee, Sec. J. K. Ewing, Jr., Treas. E. T. Norton, Supt. Pur. Agt. & Elecn. D. S. Fornwalt, Ch. Engr. L. S. Michaels.

DIRECTORS.—Jos. Soisson, A. D. Boyd, J. K. Ewing, Jr., John D. Frisbee, Nath'l Ewing, John K. Ewing.

GENERAL OFFICE, Connellsville, Pa.

Date of information, Dec., 1899. b

Connellsville Suburban Street Railway Co.—This company began operation on Dec. 17, 1896.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—None.

OPERATION.—Year ending	June 30, 1897.	Dec. 31, 1898.	Dec. 31, 1899.
Receipts from passengers	$5,934	$14,184	$16,390
" " other sources	1,061	389	156
" total	6,995	14,573	16,546
Operating expenses	4,762	8,654	10,262
Earnings from operation	2,233	5,919	6,284
Deductions from earnings.			
Taxes	4	277	301
Other deductions		5,293	628
Net income	$2,229	$5,642	$5,355
Dividends paid			2,500
To surplus account		349	2 855
Total surplus account		6,275	9,130

BALANCE SHEET.—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Cost of road	$22,467	Capital stock	$25,000
" " equipment	6,430	Suspense account	400
Cash	5,034	Profit and loss (surplus)	9,130
Other assets	599		
Total	$34,530	Total	$34,530

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 4 motor cars; West. motors, Stephenson and Newcastle cars, Brill trucks.

OFFICERS.—Pres. S. R. Slaymaker, V. Pres. Joseph Soisson, 2d V. Pres. Geo. J. Humbert, Sec. & Treas. R. W. Soisson, Supt. Wm. Henderson.

DIRECTORS.—S. R. Slaymaker, Joseph Soisson, W. F. Soisson, H. L. Kurtz, Wm. A. Davidson, Geo. J. Humbert, Jos. D. Madigan.

Date of information, Feb., 1900. c z

CONWAY, MASS.

Population in 1880, 1,760, in 1890, 1,451.

Conway Electric Street Railway Co.—This company commenced operation Apr. 2, 1895.

CAPITAL STOCK, authorized, $100,000, issued, $35,900; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, and issued $25,000; dated Jan. 1, 1895, due 1915, but subject to call at par on Jan. 1, 1905 and thereafter; int. payable Jan. and July; trustees of mortgage, J. W. Stevens, of Greenfield, E. P. Chapin, of Springfield, and H. W. Billings.

Second mortgage 6 p. c. gold bonds, authorized and issued, $10,000; dated Aug. 1, 1898, due July 1, 1918, denom. $500; trustees of mortgage, J. W. Stevens, of Greenfield, E. P. Chapin, of Springfield, and H. W. Billings.

5 p. c. real estate mortgage, $900; due on demand.

NOTE.—The above described bonds are held by the directors of the company as security for their endorsement of $35,000 bills payable.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.
Receipts from passengers	$1,644	$1,793	$2,398	$2,744
" other sources	2,966	3,336	4,190	4,492
" total	4,610	5,129	6,588	7,236
Operating expenses	4,776	4,588	5,096	4,642
Deficit from operation	166	* 541	1,492	2,594
Other deductions.				
Interest	2,068	2,370	2,957	2,900
Taxes	400	419	208	506
Net deficit	2,634	2,248	1,673	812
Total deficit	4,776	7,024	8,697	9,509

*Surplus.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$ 735	$ 412	$1,037	$ 487
Maint. of way and buildings	1,246	955	789	555
" equipment	241	28	571	387
Transportation expenses	2,554	3,192	2,699	3,213
Total	$4,776	$4,588	$5,096	$4,642

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Revenue passengers carried	36,416	51,403	55,098
Car miles run	22,377	30,058	25,844
Total receipts per car mile	$.229	$.219	$.280
Operating expenses per car mile	.205	.170	.175

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$42,949	$44,162	$59,698	$63,683	$65,683
" equipment	5,844	5,889	5,889	5,889	5,889
Land and buildings	9,002	8,996	9,180	10,680	19,680
Other permanent property	1,500	1,500	1,500		
Cash and current assets	541	2,836	371	304	2,399
Bills and accounts receivable	489	701		1,046	
Other assets	177				
Profit and loss (deficit)	2,142	4,776	7,024	8,697	9,509
Total	$62,644	$68,860	$83,662	$90,299	$94,160
LIABILITIES.					
Capital stock	$25,000	$25,000	$25,000	$35,800	$35,900
Unfunded debt				52,400	56,289
Real estate mortgages	900	900	900		900
Loans and bills payable	35,000	40,700	56,230	390	
Other liabilities	1,744	1,241		1,258	1,070
Accrued interest		1,019	1,532	451	
Total	$62,644	$68,860	$83,662	$90,299	$94,160

PLANT AND EQUIPMENT.—Miles of track (electric), 6.35; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 cars, of which 2 are motor cars and 6 freight cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Wason cars.

OFFICERS.—Pres. John B. Packard, Sec. John B. Laidley, Treas. F. A. Delabarre, Supt. A. C. Guilford.

DIRECTORS.—C. Batchelder, J. B. Packard, E. Brown, Chas. Parsons, A. P. Delabarre, F. Pease, F. A. Delabarre.

GENERAL OFFICE, Conway, Mass.

Date of information, Dec., 1899. b

CORNING, N. Y.

Population in 1880, 7,402, in 1890, 10,188.

Corning & Painted Post Street Railway.—Chartered Dec. 11, 1894. Operation commenced Nov. 1, 1895. Annual meeting first Tuesday in May.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $100,000; dated Jan. 1, 1896, due 1916; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.
Receipts from passengers	$14,657	$25,044	$24,716	$25,228
" other sources	105	83	113	112
" total	14,762	25,127	24,849	25,340
Operating expenses	12,522	21,290	19,226	20,026
Earnings from operation	2,240	3,837	5,603	5,314
Deductions from earnings.				
Interest on funded debt	2,500	5,000	5,000	5,000
" " unfunded debt		435	325	653
Taxes	187	890	1,013	1,034
Deficit	447	2,489	734	1,373
Total deficit		2,936	3,670	5,042

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$ 2,364	$ 4,906	$ 4,495	$ 4,995
Transportation expenses	7,911	13,372	12,504	12,243
Maintenance of way and buildings	1,468	1,657	1,320	1,343
" equipment	779	1,355	907	1,445
Total	$12,522	$21,290	$19,226	$20,026

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Revenue passengers carried	242,896	500,777	492,226	503,220
Transfer " "				25,278
Car miles run	77,801	187,021	187,106	181,973
Total receipts per car mile	$.190	$.134	$.132	$.139
Operating expenses per car mile	.161	.114	.102	.110

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$127,816	$130,836	$130,853	$130,853
Cost of equipment	72,502	72,957	73,005	73,191
Cash	90	335	588	335
Bills receivable		36	36	36
Materials and supplies	450	1,000	1,013	1,363
Unexpired insurance and interest	1,195	200	835	780
Profit and loss (deficit)	447	2,936	3,670	5,042
Total	$202,500	$208,300	$210,000	$211,600
LIABILITIES.				
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000	100,000
Accounts payable	2,500	8,300	10,000	11,600
Total	$202,500	$208,300	$210,000	$211,600

PLANT AND EQUIPMENT.—Miles of main line, 5.3, of second track. .6, total track (electric), 5.9; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. girder and T rail; 11 motor cars; Paine engines, Walker dynamos, Gen. Elec. 800 motors, Brill cars and trucks.

OFFICERS.—Pres. Albert E. Pond, V. Pres. & Treas. E. P. Shaw, Sec. W. H. Tylee, Gen. Man. E. P. Shaw, Jr., Supt. J. A. Wilcox, Ch. Engr. T. W. Tierney.

DIRECTORS.—T. C. Bates, W. H. Tylee, Worcester, Mass.; Geo. A. Butman, Jas. F. Shaw, E. P. Shaw, Boston, Mass.; C. L. B. Tylee, F. H. Viele, C. M. Hyde, Corning, N. Y.; A. E. Pond, West Haven, Conn.

TREASURER'S OFFICE, 8 Congress St., Boston, Mass.

Date of information, Feb., 1900. b c z

CORNWALL, ONT.

Population in 1890, 2,033, in 1897 (local estimates), 9,800.

The Cornwall Electric Street Railway Co., Ltd.—This company began operation in 1896.

CAPITAL STOCK, $150,000,

FUNDED DEBT, issued, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 56 lb. steel T rail; 9 cars, of which 7 are motor cars and 2 trail cars; Robb engines, Can. Gen. Elec. dynamos and motors, Can. Gen. Elec. and Rathbun cars.

OFFICERS.—Pres. & Gen. Man. D. A. Starr, V. Pres. Duncan Monroe, Sec. & Treas. Geo. Leroux, Supt. J. Milford Taylor, Elecn. James Tunnahill, Ch. Engr. of Power Station John Murphy.

Date of information, May, 1899. c

CORONADO, CAL.

Coronado Railroad Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track, 27.20, operated by steam, 25.76, by electricity, 1.44; gauge, 4 ft. 8½ in.; 45 lb. rail; 63 cars, of which 43 are freight cars, 16 passenger cars, 2 motor cars and 2 trail cars; Baldwin and Rogers engines, Brill cars.

OFFICERS.—Pres. E. S. Babcock, V. Pres. J. D. Spreckels, Sec. & Treas. E. Breitenstein, Asst. to Pres. & Gen. Man. G. E. Babcock, Supt. & Pur. Agt. E. V. Surr, Mast. Mech. J. Fitzgerald, Elecn. F. V. Pinkham.

DIRECTORS.—J. D. Spreckels, San Francisco, Cal.; E. S. Babcock, C. T. Huede, Coronado, Cal.; Joseph A. Flint, San Diego, Cal.

GENERAL OFFICE, First and Orange Ave., Coronado, Cal.

Date of information, May, 1899. c d

CORTLAND, N. Y.

Population in 1880, 4,050, in 1890, 8,590, in 1897 (local estimates), 10,000.

Cortland & Homer Traction Co.—Chartered Mar. 30, 1894. This company owns the entire capital stock of the Cortland & Homer Street R. R. Co., (which was a successor to the Cortland & Homer Horse R. R. Co.), and now operates the old road, which has been equipped with electricity, together with an extension which runs to the village of McGrawville, a distance of 5½ miles, with a loop to Cortland Park, 1 mile in length. Annual meeting July 21.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $300,000; dated Apr. 1, 1894, due 1924; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from passengers.	$	$33,188	$31,905	$29,516	$25,888
" other sources....		1,347	4,980	4,890	7,653
" total.....	15,423	34,535	36,885	34,406	33,541
Operating expenses....	10,864	19,567	17,600	17,965	16,855
Earnings from operation	4,559	14,968	19,285	16,441	16,686
Deductions from earn'gs	778				
Interest.....		13,500	18,000	18,908	19,269
Taxes.....		600	601	903	1,660
Other deductions ..		326			
Net income.....	3,781	542	683	*3,370	*5,077
To surplus account.....		542			
Total surplus account...	3,206	3,713	4,397	1,027	*4,049
P.c.op.exp. to total rects.		59	47.7	52.2	50.2

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 2,635	$ 5,084	$ 2,684	$ 3,413	$ 2,743
Transportation expenses	7,237	12,071	11,780	11,692	11,326
Maintenance of way and bldgs	421	1,212	1,295	1,214	692
" " equipment	570	1,200	1,842	1,646	2,094
Total	$10,864	$19,567	$17,600	$17,965	$16,855

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Revenue passengers carried	716,851	675,816	620,936	596,750
Car miles run	208,121	230,104	215,588	212,104
Total receipts per car mile	$.166	$.160	$.159	$.158
Operating expenses per car mile	.094	.076	.083	.079

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$600,000	$616,720	$624,004	$626,073	$630,236
Other permanent invest.		3,551	4,585	6,766	7,884
Cash assets	1,244	4,385	1,250	843	
Other assets		205	449	847	1,797
Due by agents	10	513	321	572	274
Open accounts	4,078	15,075	2,161	3,857	13,525
Material and supplies	680	1,868	3,308	4,676	4,797
Office fixtures	73	73	73	98	
Tools	47		888	1,164	
Profit and loss (deficit)					4,049
Total	$606,132	$642,390	$637,039	$644,896	$662,562
LIABILITIES.	1895.	1896.	1897.	1898.	1899.
Capital stock	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt	300,000	300,000	300,000	300,000	300,000
Int. on funded debt, due and accrued		4,500	4,500	4,500	
Other liabilities				12,500	
Accounts payable	1,518	17,786	12,142	12,169	62,562
Loans		16,000	16,000	14,700	
Pay rolls, June	842				
Accrued taxes, ins., etc.	566	391			
Profit and loss (surplus)	3,206	3,713	4,397	1,027	
Total	$606 132	$642,390	$637,039	$644,896	$662,562

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 56 lb. T and 90 lb. girder rail; 2 horses, 18 cars, of which 13 are motor cars and 5 trail cars; Watertown engines, Gen. Elec. dynamos and motors, Cortland and Jackson & Sharp cars.

OFFICERS.—Pres. P. S. Page, V. Pres. H. Bergholtz, Sec., Treas., Gen. Man. and Pur. Agt. H. B. Westcott, Supt. F. P. Mooney, Ch. Engr. Chas. Gerrard, Elecn. J. A. Maxwell.

DIRECTORS.—C. D. Simpson, H. P. Simpson, Scranton, Pa.; H. Bergholtz, Ithaca, N.Y.; H. Duffy, E. Duffy, B. F. Taylor, Cortland, N. Y.; M. L. Perrin, Pittston, Pa.

GENERAL OFFICE, 24 Main St., Cortland, N. Y.

Date of information, Feb., 1900. b c z

COTTAGE CITY, MASS.

Cottage City Street Railway Co.—The property of this company will be sold to the Martha's Vineyard St. Ry. Co. in March, 1900.

CAPITAL STOCK, authorized, $37,000, issued, $34,900; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $25,000; dated May 1, 1895, due 1915; int. payable May and Nov.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$8,861	$5,271	$4,377	$3,537	$4,095
Operating expenses	3,430	3,662	4,573	3,551	3,527
Earnings from operation	5,431	1,609	*196	*14	568

Please note date of information at end of each report.

Deductions from earnings.	1895.	1896.	1897.	1898.	1899.
Interest on funded debt..	125	1,500	1,500	1,500	1,500
Int. and discount on unfunded debts and loans.	180	503	275	307	113
Taxes	24	216	299	188	22
Net income	5,102	*610	*2,270	*2,009	*1,066
Dividends 4 p. c.	1,000		1,396		
To surplus account	4,102		*3,666	*2,009	
Total surplus account	8,832	8,222	4,557	2,548	1,482

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 659	$ 637	$1,466	$1,066	$ 663
Main. of way and bldgs			224	58	130
Maintenance of equipment..		5	114	67	148
Transportation expenses	2,771	3.020	2,769	2,359	2,586
Total	$3,430	$3,662	$4,573	$3,551	$3,527

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	111,830	108,625	89,232	70,738	81,831
Car miles run	30,445	32,406	29,171	35,327	30,459
Gross receipts per car mile	$.293	$.164	$.150	$.100	$.134
Operating exps. per car mile..	.112	.114	.157	.101	.115

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$53,613	$54,572	$54,697	$54,697	$54,697
" equipment	10,738	11,071	10,974	10,974	10,974
Other perm'nt invest's	7,700	7,700	4,700	4,700	4,700
Cash and current assets	1,189	2,206	679	167	250
Other assets	250	234	125	113	207
Total	$73,491	$75,783	$71,175	$70,650	$70,828
LIABILITIES.					
Capital stock	$25,000	$34,900.	$34,900	$34,900	$34,900
Funded debt	25,000	25,000	25,000	25,000	25,000
Loans and bills payable..	13,659	7,661	6,718	8,202	9,446
Dividends declared	1,000				
Profit and loss (surplus)..	8,832	8,222	4,557	2,548	1,482
Total	$73,491	$75,783	$71,175	$70,650	$70,828

PLANT AND EQUIPMENT.—Miles of track (electric), 5.89; gauge, 4 ft. 8½ in.; 40 lb. T rail; 9 cars, of which 7 are motor cars and 2 trail cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Briggs, Jones and Ellis cars.

OFFICERS.—Pres. & Treas. D. M. Easton, Gen. Man. Pur. Agt. & Elecn. John A. Duggan, Ch. Engr. of Power Station ——— ———

DIRECTORS.—Josiah Quincy, M. H. Curley, D. M. Easton, John R. Graham, John F. Merrill, Fred. H. Smith, J. P. Clare.

GENERAL OFFICE, Cottage City, Mass. Office of Gen. Man., 60 State St., Boston.

Date of information, Feb., 1900. b c z

COTTONWOOD FALLS, KAN.

Population in 1880, 518, in 1890, 770, in 1896 (local estimates), 1,500.

Consolidated Street Railway Co.

CAPITAL STOCK, authorized and issued, $10,000; par value, $10 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 3 ft. 6 in.; 36 lb. T rail; 10 horses, 2 horse cars; Laclede cars.

OFFICERS.—Pres. & Pur. Agt. W. Adair, V. Pres. W. A. Morgan, Sec. S. C. Adair, Treas. S. F. Jones.

Date of information, Feb., 1900. x

COUNCIL BLUFFS, IA.

Population in 1880, 18,063, in 1890, 21,474.

Omaha, Council Bluffs & Suburban Railway Co.—Chartered in Oct., 1899, for 50 years. Annual meeting in Jan. This company has purchased the properties of the East Omaha Street Ry. Co. and the Lake Manawa Ry. Co., and expects to be in operation by May 1, 1900.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds (see note), authorized and issued, $600,000, dated Jan, 1, 1900, due 1920; denom. $1,000; int. payable Jan. and July, at office of Royal Trust Co., of Chicago, trustee of mortgage,

NOTE.—Bonds may be called at any interest date after Jan., 1906, on two months notice, at par and accrued interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 39 cars, of which 22 are motor cars and 17 trail cars, 3 dummy engines; 1,600 H. P station plant; Hamilton-Corliss engines, Siemens & Halske dynamos, Johnston motors, Jewett cars, Peckham trucks.

OFFICERS.—Pres. Geo. Townsend, V. Pres. & Treas. Frederick F. Espenschied, Sec. & Gen. Man. W. S. Reed, Supt. Henry Senecal, Ch. Engr. Wm. M. Moran, Elecn. James Wilkins.

DIRECTORS.—Geo. Townsend, W. S. Reed, A. B. DeLong, Chas. R. Hannon, Frederick F. Espenschied.

GENERAL OFFICE, Council Bluffs, Ia.

Date of information, Jan., 1900. z

Omaha & Council Bluffs Railway & Bridge Co.—Chartered Apr. 1, 1887.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, on present mileage, $500,000, issued, $400,000, in escrow (see Note), $100,000; coupon, but may be registered; dated Jan. 1, 1888, due 1908, but subject to call at 110 and int. in 1899; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Council Bluffs Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $250,000; coupon, but may be registered; dated July 1, 1889, due 1909, but subject to call at 106 and int. in 1899; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage. These bonds are guaranteed, principal and interest, by the company.

Note.—$100,000 of the first mortgage bonds are held in trust to provide for possible emergencies. Further first mortgage bonds may be issued at a rate not exceeding $25,000 per mile for extensions or for new acquisitions of mileage.

By the terms of the first mortgage, the sum of $20,000 per annum must be passed to the sinking fund up to Jan. 1, 1899, and $30,000 per annum thereafter.

Plant and Equipment.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. girder and T rail; 43 cars, of which 38 are motor cars and 5 trail cars; Allis and West. engines, Gen. Elec. dynamos, Gen. Elec. and Steel motors, Pullman cars.

Officers.—Pres. N. W. Wells, V. Pres. George F. Wright, Sec. C. T. Stewart, Treas. J. H. Millard, Gen. Man. & Pur. Agt. W. S. Dimmock, Mast. Mech. & Ch. Engr. of Power Station W. B. Tarkington.

General Office, Council Bluffs, Ia.

References.—Description of road, Vol. VI, Mar., '90, p. 116 (ill.); Vol. IX, Feb., '93, p. 107 (ill.); gear and pinion records, Vol. XIII, Sept., '97, p. 541.

Date of information, Jan., 1900. z

COVINGTON, GA.

Population in 1880, 1,415, in 1890, 1,823.

Covington & Oxford Street Railroad Co.—Chartered Feb. 14, 1888, for 20 years. Annual meeting second Tuesday in Feb.

CAPITAL STOCK, authorized, $20,000, issued, $16,400; par value, $100 per share.

FUNDED DEBT.—None.

DIVIDENDS, 4 p. c. each, payable Apr. and Oct., at Covington.

PLANT AND EQUIPMENT.—Miles of track (horse), 6; gauge, 4 ft. 8½ in.; 25 lb. T rail; 8 horses, 6 horse cars.

OFFICERS.—Pres. T. C. Swann, Sec. & Treas. J. G. Lester, Gen. Man. & Supt. R. O. Usher.

Date of information, Apr., 1897. d z

COXSACKIE, N. Y.

Population

Coxsackie & Greenville Traction Co.—Chartered July 28, 1898. Annual meeting first Monday in May. This company has been consolidated with the Greene County Traction Co., and expects to build a road from Coxsackie to Oak Hill, about 17 miles, to begin operation of the road early in 1900.

CAPITAL STOCK, authorized and issued, $200,000; par value, $50 per share.

OFFICERS.—Pres. T. E. Smith, V. Pres. N. A. Calkins, Sec. Lucius Smith, Treas. W. S. Vanderbilt, Gen. Man. Geo. C. Spencer (1512 Bway., New York).

GENERAL OFFICE, Coxsackie, N. Y.

Date of information, July, 1899. b

Windham Traction Co.—Chartered July 28, 1898, to construct an electric railway from Durham to Windham, Hensonville and East Windham, about 20 miles, and expects to place the road in operation by Jan. 1, 1900.

CAPITAL STOCK, authorized, $250,000, issued, $20,000; par value, $50 per share.

OFFICERS.—Pres. & Treas. T. E. Smith, V. Pres. Lucius Smith, Sec. W. S. Smith, Gen. Man. George C. Spencer.

GENERAL OFFICE, 1512 Broadway, N. Y. City.

Date of information, July, 1899. b

Please note date of information at end of each report.

Middleburgh & Oak Hill Traction Co.—Chartered July 28, 1898. Annual meeting first Wednesday in June. To construct an electric railway from Middleburgh to Oak Hill, about 25 miles. It is expected to place this road in operation by Jan. 1, 1900.

CAPITAL STOCK, authorized, $300,000, issued $25,000; par value, $50 per share.

OFFICERS.—Pres. T. E. Smith, V. Pres. Lucius Smith, Sec. W. S. Smith, Treas. T. E. Smith, Gen. Man. George Spencer.

GENERAL OFFICE, 1512 Broadway, N. Y. City.

Date of information, July, 1899. b

Oak Hill Traction Co.—Chartered July 28, 1898, to construct an electric railway from Norton Hill to Durham, East Durham and West Durham, about 20 miles.

CAPITAL STOCK, authorized $250,000, issued, $20,000; par value, $50 per share.

OFFICERS.—Pres. & Treas. T. E. Smith, V. Pres. & Gen. Man. George C. Spencer, Sec. W. S. Smith.

DIRECTORS.—T. E. Smith, Lucuis Smith, W. S. Smith, G. C. Spencer, J. B. Austin, I. D. Farrington, M. E. Ingersoll, N. A. Calkins, W. S. Vanderbilt.

GENERAL OFFICE, 1512 Broadway, N. Y. City.

Date of information, July 1899. b

CRIPPLE CREEK, COL.

Cripple Creek District Railway Co.—Municipal franchises granted in Apr., 1896, for 25 years. Chartered in Apr., 1897, for 50 years. Annual meeting first Tuesday in May. On Jan. 3, 1898, this company put in operation 7 miles of road between Cripple Creek and Victor. It has under construction 32 additional miles, which will connect Colorado Springs and Cripple Creek. This is a freight and passenger railway.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,250,000; due 1948; denom. $1,000; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 60 lb. rail; 4 motor cars; water power.

OFFICERS.—Pres. H. C. S. Dyer, V. Pres. & Gen. Man. L. D. Ross, Sec. & Treas. J. L. Lindsay, Supt. C. R. Fredericks, Ch. Engr. H. I. Reid.

GENERAL OFFICE, Colorado Springs, Col.

REFERENCE.—Description of road, Vol. XIV, Nov., '98, p. 701, (ill.).

Date of information, Feb., 1899. x

CUMBERLAND, MD.

Population in 1880, 10,693, in 1890, 12,729.

Cumberland Electric Railway Co.—Chartered Sept. 2, 1890, for 40 years. Annual meeting, second Monday in July.

CAPITAL STOCK.—Common stock, authorized, $100,000, issued, $66,500; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $30,000; coupon, but may be registered; dated Jan., 1891, due 1911, but payable at option of company in 1901; denom. $500; int. payable Jan. and July, at office of Second National Bank, of Cumberland; trustees of mortgage, Lloyd Lowndes and Geo. L. Wellington.

Second mortgage 5 p. c. bonds, authorized and issued, $20,000; coupon, but may be registered; dated, Jan., 1894, due July, 1914. but payable at option of company in 1904; denom. $500; int. payable Jan. and July, at office of Second National Bank, of Cumberland; trustees of mortgage, Lloyd Lowndes and George L. Wellington.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 54 lb. girder and T rail; 16 cars, of which 11 are motor cars and 5 trail cars; Gen. Elec. and West. motors, Brill and Laclede cars; rent power from Edison Electric Ill. Co.

OFFICERS.—Pres. G. L. Wellington, V. Pres. L. Lowndes, Sec. & Treas. J. H. Holzshu, Supt. W. Milnor Roberts, Jr., Elecn. H. Reinhart.

DIRECTORS.—George L. Wellington, Lloyd Lowndes, James A. McHenry, J. H. Holzshu, W. M. Roberts, Jr.

GENERAL OFFICE, North Centre St., Cumberland, Md.

Date of information, Jan., 1900 z

DALLAS, TEX.

Population in 1880, 10,358, in 1890, 38,067.

Dallas Consolidated Electric Street Railway Co.—Chartered Jan. 27, 1898, for 50 years. This is a consolidation of the Dallas City Street Ry. Co. and the Queen City Ry. Co., both of which were sold under foreclosure of mortgage.

CAPITAL STOCK, $1,000,000.

FUNDED DEBT.—First trust mortgage bonds, outstanding, $365,000. This mortgage covers the entire property of the company and was made to secure a note for $365,000, due Sept. 15, 1900, int. at 10 per cent per annum.

Second trust mortgage bonds, outstanding, $25,000. This mortgage covers the property formerly owned by the Queen City Ry. Co., and is subject to the first trust mortgage bonds. It was given to secure a note for $25,000, due Sept. 15, 1900, int. at 10 per cent per annum.

OPERATION.—Year ending Feb. 3.	1899.	*1900,
Total receipts	$142,876	$171,780
" expenses	92,744	87,010
Net income	50,132	84,776

*Estimated from Dec. 1, 1899. All net earnings have been expended in improvements.

PLANT AND EQUIPMENT.—Miles of track (electric), 34; gauge, 4 ft. 8½ in.; 35 lb. and 60 lb. T and girder rail; 60 motor cars; Gen. Elec. and West. motors; Laclede, St. Louis, Stephenson and Brownell cars.

OFFICERS.—Pres. & Gen. Man. G. Van Ginkel, V. Pres. G. B. Wilson, Treas. J. J. Gannon, Sec. & Supt. E. T. Moore.

REFERENCES.—Description of Dallas City Street Ry., Vol. X, June, 94, p. 373 (ill.); Vol. X, Souv., '94, p. 48; description of Queen City Ry., Vol. X, June, '94, p. 372 (ill.); Vol. X, Souv., '94, p. 47.

Date of information, Jan., 1900. z

Dallas & Oak Cliff Electric Railway Co.—Chartered May, 1887.

CAPITAL STOCK.—$200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 35 lb. and 65 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, American cars, Steam power rented.

OFFICERS.—Pres. H. C. Scott, V. Pres. C. F. Carter, Sec. & Treas. H. T. West, Supt. B. F. Sibert.

DIRECTORS.—H. T. West, Alvah Mansur, H. C. Scott, St. Louis, Mo., C. F. Carter, Dallas, John N. Simpson, De Edward Greer.

REFERENCE.—Description of road (brief), Vol. X, June, '94, p. 375.

GENERAL OFFICE, Room 5, Knepply Bldg., Dallas, Tex.

Date of information, Mar., 1899. d z

Rapid Transit Railway Co.—Chartered Jan. 21, 1899, as successor to the Dallas Rapid Transit & Terminal Ry. Co., which succeeded the Dallas Rapid Transit Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 35 lb. and 45 lb. steel T rail; 20 motor cars; Armington & Sims engines, Gen. Elec. and West. dynamos and motors, various cars.

OFFICERS.—Pres. W. F. Thayer, V. Pres. T. T. Holloway, Sec. Treas. & Gen. Man. C. F. Freeman, Supt. Wm. Boyd.

REFERENCES.—Description of road, Vol. X, June, '94, p. 374 (ill.); Vol. X, Souv., 94, p. 48.

GENERAL OFFICE, 296 Main St., Dallas, Tex.

Date of information, Mar., 1899. z

North Dallas Circuit Railway Co.—Chartered Dec. 19, 1888, for 35 years.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—$100,000, in 6 p. c. 30 year bonds; denom. $1,000. Bonds, which have never been offered for sale, and on which no interest has been paid, are held by the owners of the stock.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 20 motor cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. R. A. Ferris, V. Pres. J. E. Schneider, Treas. John N. Simpson.

Date of information, Mar., 1899. x

DANBURY, CONN.

Population in 1880, 11,666, in 1890, 16,552.

Danbury & Bethel Street Railway Co.—Chartered May 7, 1886.

CAPITAL STOCK, authorized, $323,000, issued, $320,000; par value, $25 per share. Dividends payable June and Dec.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; denom. $1,000; dated May 1, 1894, due 1914; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—	9 mos. ending Sept. 30, 1895.	12 mos. ending Sept. 30, 1896.	12 mos. ending Sept. 30, 1897.	9 mos. ending June 30, 18,8.	12 mos. ending June 30, 1899.
Receipts from pass.	$49,593	$64,297	$60,949	$42,174	$57,577
" other sources	225	863	1,509	653	1,998
" total.....	49,818	65,160	62,458	42,827	58,675
Operating exp.....	35,827	41,746	35,687	26,033	37,313
Earn from oper....	13,991	23,414	26,771	16,794	21,362
Deductions from earnings.					
Interest.....	3,300	10,402	10,421	10,526	10,205
Taxes.....	1,170	2,721	2,763	2,736	1,049
Const account.			908	875	
Net income.....	9,521	10,291	12,679	2,657	10,108
Dividends paid....		8,000	12,800	12,800	6,400
To surplus account.		2,291	*121		3,708

* Deficit.

STATISTICS OF TRAFFIC.

	12 mos. ending Sept. 30, 1896.	12 mos. ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	12 mos. ending June 30, 1899.
Passengers carried.....	1,661,703	1,218,608	823,699	1,132,032
Car miles run.....	350,635	337,217	244,533	327,511
Total receipts per car mile.	$.186	$.185	$.175	
Op. expenses per car mile..	.119	.105	.106	

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1895.	Sept. 30, 1896.	Sept. 30, 1897.	June 30, 1898.	12 mos. ending June 30, 1899.
Cost of road.....	$325,486	$332,435	$332,781	$332,781	$332,781
" equipment.....	114,749	120,518	120,524	121,399	121,941
Real es. inc. pow. plant..			84,065	84,065	84,065
Cash assets.....	11,588	323			
Operating expenses....	28,042	39,417			
Other assets.....	83,130	109,097	2,474	3,688	3,746
Material and supplies..				205	205
Total.....	$562,995	$601,790	$539,844	$542,148	$542,738
LIABILITIES.					
Capital stock.....	$315,000	$320,000	$320,000	$320,000	$320,000
Funded debt.....	200,000	200,000	200,000	200,000	200,000
Bills payable.....				8,500	8,527
Passenger receipts.....	44,307	64,297			
Advertising.....	225	625			
Other liabilities.....		1,827	2,056	4,849	2,215
Profit and loss (sur).....	3,463	15,042	17,787	8,798	11,996
Total.....	$562,995	$601,790	$539,844	$542,138	$542,738

PLANT AND EQUIPMENT.—Miles of track (electric), 11.15; gauge, 4 ft. 8½ in.; 48 lb., 60 lb. T and 80 lb. girder rail; 31 cars, of which 22 are motor cars and 9 trail cars; Ball & Wood engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. S. C. Holley, V. Pres. S. H. Wagner, Sec. & Treas. M. H. Griffing, Gen. Supt. G. H. Klinzing.

DIRECTORS.—S. C. Holley, Arthur Tweedy, M. H. Griffing, Henry Bernd, M. McPhelemy, A. W. Holley, Danbury; S. H. Wagner, New Haven.

GENERAL OFFICE, 23 South St., Danbury, Conn.

Date of information, Dec. 1899. b

DANIELSON, CONN.

Population in 1890, 4,000, in 1899 (local estimates), 4, 600.

People's Tramway Co.—This company was incorporated in 1898, and in connection with the Putnam & Thompson Street Railway Co., of Putnam, Conn. (which see) will construct 10 miles of track from Danielson, through Putnam, to North Grosvenordale with 10 motor cars, power station and complete equipment.

OFFICERS.—Pres. F. A. Jacobs, Sec. Robert L. Warner, Boston, Mass.; Treas. H. R. Porter, Gen. Man. E. M. Sanderson.

Date of information, Dec., 1899. x

DANVILLE, ILL.

Population in 1880, 7,733, in 1890, 11,528, in 1900, (local estimates), 20,000.

Danville Street Railway & Light Co.—Chartered Dec. 6, 1899, for 99 years. Municipal franchises granted May 3, 1898, for 30 years. Annual meeting third Tuesday in Jan. This company is the successor to the Danville Gas, Electric Light & St. Ry. Co.

CAPITAL STOCK, authorized and issued, $700,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $700,000, issued, $525,000; dated Jan. 1, 1900, due Jan. 1, 1924; denom. $1,000; int. payable Jan. and July, at office of N. W. Harris & Co., New York and Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 50 lb. T rail; 20 cars, of which 17 are motor cars and 3 trail cars; Buckeye engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Wm. P. Cannon, V. Pres. A. C. Daniel, Sec. Treas. Gen. Man. & Pur. Agt. Ernest X. Leseure, Supt. M. Connor, Elecn. O. J. Penwell, Ch. Engr. of Power Station W. Jones.

DIRECTORS.—W. P. Cannon, A. C. Daniel, F. W. Penwell, O. W. Cannon, E. X. Leseure.

GENERAL OFFICE, Danville, Ill.

Date of information, Jan., 1900. z

DANVILLE, VA.

Population in 1880, 7,526, in 1890, 10,305, in 1899, including North Danville, which was annexed in 1897, about 20,000.

Danville Street Car Co.—Chartered June 23, 1886. Municipal franchise granted June 28, 1886. The company is exempt from municipal taxation for 30 years. Annual meeting third Wednesday in July.

CAPITAL STOCK, authorized, $300,000, issued, $64,200; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31,	1897.	1898.
Total receipts.....	$18,334	$20,226
Operating expenses...	17,512	16,583
Earnings from operation.....	823	3,643
Deductions from earnings.		
Interest on floating debt.....	361	249
Taxes (State).....	152	143
Net income.....	$ 310	3,251

BALANCE SHEET.—Dated Dec. 31,	1897.	1898.
ASSETS.		
Cost of road.....	$29,246	$30,986
" " equipment.....	39,570	39,966
Cash.....	221	390
Bills and accounts receivable.....	4	76
Other assets.....		258
Total.....	$69,042	$71,676
LIABILITIES.		
Capital stock.....	$64,315	$64,200
Bills and accounts payable.....	4,548	3,800
Other liabilities.....	122	179
Profit and loss (surplus).....	57	3,497
Total.....	$69,042	$71,676

PLANT AND EQUIPMENT.—Miles of track (electric), 3.2; gauge, 4 ft. 8½ in.; 38 lb. and 40 lb. T and girder rail; 12 cars, of which 7 are motor cars and 5 are trail cars; Ball and Taylor engines, Gen. Elec. dynamos and motors, Lamokin cars, Brill, Robinson and Bemis trucks.

OFFICERS.—Pres. P. R. Jones, V. Pres. L. C. Berkeley, Jr., Sec. & Treas. H. S. Lanier, Supt. N. W. Berkeley, Jr.

DIRECTORS.—P. R. Jones, L. C. Berkeley, Jr., J. P. Harrison, T. B. Fitzgerald, F. X. Burton, John F. Rison, Harrison Robertson. Jr., J. I. Pritchett.

GENERAL OFFICE, 320 Craighead St., Danville, Va.

Date of information, Feb., 1899. d z

DAVENPORT, IA.

Population in Rock Island, 1898, 21,000; in Moline, 1898, 20,000.

Tri-City Railway Co.—Chartered Sept., 1895, as a reorganization of the Davenport & Rock Island Ry. Co. In Apr., 1899, this company purchased the properties of the Moline Central Street Ry. Co., of Moline, Ill.

CAPITAL STOCK, authorized, $600,000, issued, $504,000.

FUNDED DEBT.—Davenport & Rock Island Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $630,000; coupon, but may be registered; dated July 1, 1891, due 1901 to 1911; denom. $500 and $1,000; int. payable Jan. and July, at Chase National Bank, of New York, and Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

OPERATION.—Year ending Sept. 30,	1897.	1899.
Total receipts.....	$209,499	$307,152
Operating expenses.....	138,487	206,560
Earnings from operation	71,012	100,592
Deductions from earnings.		
Interest and taxes.....	44,183	43,649
Net income.....	26,829	56,943
Dividends.....		28,320
Surplus....		28,623

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track, 43; operated by electricity, 42, by horse, 1; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 10 horses, 115 cars, of which 5 are horse cars, 65 are motor cars and 45 trail cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. E. E. Cook, V. Pres. F. C. Denkmann, Sec. Treas. Gen. Man. & Pur. Agt. J. F. Lardner, Gen. Supt. J. G. Huntoon, Ch. Engr. of Power Station, T. Gowling, Ch. Engr. & Elecn. J. D. Fish.

DIRECTORS.—E. E. Cook, F. C. Denkmann, H. A. Ainsworth, W. H. Edwards, Jas. F. Lardner.

GENERAL OFFICE, 2d and Rock Island Sts., Davenport, Ia.

BANKERS AND BROKERS handling the securities of this company, are N. W. Harris & Co., of New York and Chicago.

REFERENCE.—Description of parks (brief), Vol. XIII, Mar., '97 p. 152.

Date of information, Feb., 1900. x

DAYTON, O.

Population in 1880, 38,678, in 1890, 61,200, in 1899 (local estimates), 95,000.

The City Railway Co.—Chartered Apr. 19, 1893 for fifty years. In Jan. 1899, it was reported that this company had obtained control of the Dayton & Western Traction Co.

Capital Stock.—Common stock, authorized, $2,100,000, issued, $2,090,600; par value, $100 per share.

6 p. c. preferred stock, authorized and issued, $600,000; par value, $100 per share.

Funded Debt.—Dayton & Soldiers' Home Electric R. R. Co.'s first mortgage 6 p. c. bonds, $65,000; dated 1889, due 1909; principal and int. payable at Chemical Nat. Bank, of New York; int. payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 32; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. girder rail; 143 cars, of which 97 are motor cars and 46 trail cars; 3 350 K. W. Siemens & Halske dynamos, Gen. Elec. motors.

Officers.—Pres. D. B. Corwin, V. Pres. C. B. Clegg, Sec. Valentine Winter, Supt. T. E. Howell, Ch. Engr. I. Engle, Elecn. J. Dolan.

Directors.—E. J. Barney, C. B. Clegg, W. H. Simms, D. B. Corwin, J. D. Ellison, P. E. Roach, Cincinnati; A A. Thomas, Chicago.

General Office, Beckel Bldg., 3d and Jefferson Sts.

References.—Vol. X, Aug., '94, p. 506 (ill.); description of car and truck, Vol. X, Jan., '94, p. 15 (ill.).

Date of information, Feb., 1900. x

Dayton Traction Co.—This company commenced operation in 1896. Annual meeting first Wednesday in Jan. On Apr. 8, 1898, this property was leased for 999 years, to the Cincinnati & Miami Valley Traction Co. on a basis of 2½ p. c. guaranteed dividend for 1898, 3 p. c. for 1899, and increase of ½ of 1 p. c. annually under certain contingencies, up to 6 p. c., and to be 6 p. c. per annum without qualification after Jan., 1905; also interest on $250,000 1st 5's, and the principal and interest of $50,000 debenture 6's assumed. In Jan., 1900 this company was consolidated with the Cincinnati & Hamilton Electric Street Ry. Co. and the Cincinnati & Miami Valley Traction Co. forming the Southern Ohio Traction Co., of Hamilton, O.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold registered bonds, authorized and issued, $250,000; dated June 30, 1896, due 1916; denom. $1,000; int. payable Jan. and July, at office of the Finance Co. of Pennsylvania, of Philadelphia, trustee of mortgage.

6 p. c. debenture gold bonds, $50,000, dated March, 1898, due, 1913; int. payable Mar. and Sept.

Plant and Equipment.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. girder and T rail; 10 motor cars; 600 H. P. station plant, Hamilton-Corliss engines, Gen. Elec. dynamos and motors Barney & Smith and Wells & French cars and trucks.

Officers.—Pres. Frank N. Wilcox, V. Pres. J. S. McMahon, Sec. & Treas. C. W. Collister, Gen. Man. & Ch. Engr. W. M. Bicknell.

Directors.—J. S. McMahon, Dayton, O.; Frank N. Wilcox, C. W. Collister.

References.—Description of road (brief), Vol. XII, July, '96, p. 429; description of road, Vol. XIV, March, '98, p. 121 (ill.).

General Office, Trenton, Butler Co., O.

Date of information, Feb., 1900. z

Dayton & Western Traction Co.—This company commenced operation in the summer of 1898 from Dayton to Eaton. The population served by this road is about 150,000. In Jan., 1899, it was reported that the control of this road had passed to the City Ry. Co.

Capital Stock, common stock, $400,000; preferred stock, $400,000.

Plant and Equipment.—Miles of track (electric), 26; 72 lb. T rail; 6 cars; Buckeye engines, Babcock & Wilcox boilers, Siemens Halske dynamos, Gen. Elec. motors, Kuhlman cars, Peckham trucks.

Officers.—Pres. Valentine Winters, V. Pres. Chas. B. Clegg, Sec. D. B. Corwin.

General Office, Dayton, O.

Reference.—Description of road, Vol. XIV, Mar., '98, p. 123; description of cars, Vol. XIV, Aug., '98, p. 456 (ill.).

Date of information, Feb., 1900. x

Oakwood Street Railway Co.—Chartered July 10, 1891, for fifty years.

Capital Stock, $300,000; par value, $50 per share.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 72 lb. and 90 lb. girder rail; 18 motor cars; Wheelock engines, Gen. Elec. dynamos and motors, Barney & Smith cars.

Officers.—Pres. & Treas. C. B. Clegg, V. Pres. E. M. Wood, Sec. & Supt. H. P. Clegg.

Directors.—C. B. Clegg, E. M. Wood, Valentine Winters, H. P. Clegg.

General Office, corner Brown and Fairground Ave., Dayton, O.

Reference.—Description of power plant (brief), Vol. XIV, Mar., '98, p. 120 (ill).

Date of information, Feb., 1900. d z

The People's Railway Co.—Chartered in 1896, as a consolidation of the Wayne & Fifth Street R. R. Co. and the White Line Street R. R. Co., the capital stock of this company is now owned by the American Railways Co., of Philadelphia, Pa.

Capital Stock, authorized and issued, $1,100,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; dated Jan. 1, 1897, due, 1927; int. payable Jan. and July, at office of Union Savings Bank & Trust Co., of Cincinnati, O., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. girder rail; 73 cars, of which 36 are motor cars and 37 trail cars; McIntosh & Seymour engines, Gen. Elec. and West. dynamos and motors, American, Barney & Smith, Laclede and St. Louis cars.

Officers.—Pres. John A. McMahon, 1st V. Pres. H. J. Crowley, 2d V. Pres. & Gen. Man. G. B. Kerper, Sec. & Treas. C. L. S. Tingley, Asst. Sec. E. Winchet, Supt. Nelson Routzohn, Ch. Engr. C. M. Crain, Elecn. John Cook.

Directors.—John A. McMahon, H. J. Crowley, Geo. B. Kerper, A. A. McLeod, J. J. Sullivan, J. S. McMahon, Eugene Winchet.

General Office, McIntire Bldg., Dayton, O.

References.—WHITE LINE STREET R. R. Co.—Description of road, Vol. X, Aug., '94, p. 507 (ill.); desription of power plant (brief), Vol. XIV, Mar., '98, p. 120.

Date of information, Feb., 1900. z

NEW CORPORATIONS.

The Dayton, Springfield & Urbana Street Railroad Co.—This road was placed in operation from Dayton to Springfield, about 26 miles, in Feb., 1900, and the road from Springfield to Urbana, about 14 miles, is to be completed without delay.

Capital Stock, authorized and issued, $750,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; dated Nov. 1, 1898, due 1928; denom. $1,000; int. payable May and Nov. at office of the Continental Trust Co., of New York, trustee of mortgage.

Officers.—Pres. Frederick Colburn, Sec. J. G. Webb, Treas. A. E. Appleyard.

Date of information, Feb., 1900. x

Troy, Tippecanoe & Dayton Interurban Railway Co.—Chartered to construct and operate an electric railway from Troy to Dayton. Franchises over public roads and deeds for right of way over private lands have been secured.

Capital Stock, $25,000.

Officers.—Pres. Theo. Sullivan, V. Pres. E. H. McKnight, Sec. & Treas. Frank Forrester, Asst. Sec. Lilbern Martin, Atty. Geo. S. Long.

Directors.—Theo. Sullivan, Geo. S. Long, E. H. McKnight, Frank Forrester, Peter Schwab, Dr. J. E. Lowes, L. Martin, S. J. Miller, Jos. Schauers.

General Office, Dayton, O.

Date of information, Jan., 1900. z

Dayton & Xenia Traction Co.—This company was incorporated in 1898 to construct an electric railway from Dayton to Xenia, a distance of 15 miles. The company owns a private right of way between the two cities, and has secured franchises for independent lines in two cities. The road is now under construction and is expected to be in operation in May 1899.

Please note date of information at end of each report.

Capital Stock, authorized, $300,000.

Funded Debt, $300,000; 25 year, 5 p. c. gold bonds have been issued.

Officers.—Pres. C. J. Ferneding, Treas. Philip A. Kemper, Gen. Mgr. J. M. Wilson, Dayton, O.

Date of information, Feb., 1900. x

Dayton & Germantown Traction Co.—This company was organized to construct an electric railway connecting Dayton and Germantown, and expects to place the road in operation in the summer of 1900.

Capital Stock, paid in, $10,000.

Officers.—Pres. & Gen. Man. J. O. Arnold, V. Pres. F. B. Douglas, Sec. & Treas. T. C. Lindsey.

General Office, 813 So. Main St., Dayton, O.

Date of information, Feb., 1900. x

The Dayton & Northern Electric Railroad Co.—This company was incorporated in April, 1899, to construct an interurban electric railway connecting Dayton, Troy, Piqua, Sidney, Lewiston, Lima, Bluffton, Bowling Green, Perrysburg and Toledo. Surveys are about completed and contracts for several parts of the construction work have been let to a Canadian firm.

Capital Stock, authorized, $20,000, to be increased to $1,500,000.

Funded Debt, authorized, $1,500,000.

Contemplated Plant and Equipment.—Miles of track (electric), 162; under construction, 20; 67 motor cars; rotary transformer system of power.

Officers.—Pres. R. H. Randall, V. Pres. Gen. Man. & Pur. Agt. A. E. Townsend, Sec. & Supt. Samuel Stewart, Treas. M. F. Laviness, Ch. Engr. Robert Gamble.

General Office, Dayton, O.

Gen. Man. Office, 418 Steubenville Ave., Cambridge, O.

Date of information, Feb., 1900. x

DECATUR, ILL.

Population in 1880, 9,547, in 1890, 16,841, in 1898 (local estimates), 27,000.

Decatur Traction & Electric Co.—This company was organized Oct. 20, 1899 as a reorganization of the City Electric Co., chartered 1891. It is a consolidation (in 1892) of the Decatur Electric Street Ry. Co. and the Citizens' Electric Street Ry. Co.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $250,000, issued, none; denom. $500; dated Jan. 1, 1900, due 1920; int. payable Jan. and July, at Union Savings Bank & Trust Co., of Cincinnati, O., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 40 lb. 42 lb. 48 lb. and 50 lb. T and girder rail; 27 cars, of which 21 are motor cars and 6 trail cars; Ide engines, Gen. Elec. and West. dynamos and motors, Pullman, St. Louis and Stephenson cars.

OFFICERS.—Pres. B. W. Campbell, (Cincinnati); Sec. Treas. & Pur. Agt. W. L. Shellabarger, Supt. C. N. Wilcoxon, Ch. Engr. & Ch. Engr. of Power Station S. Ray, Elecn. A. Ambule.

DIRECTORS.—B. W. Campbell, W. L. Shellabarger, H. Schlaudeman, W. L. Ferguson, W. H. Starr.

Date of information, Feb., 1900. d z

DEDHAM, MASS.

Population in 1880, 6,233, in 1890 7,123.

Norfolk Central Street Railway Co.—This company commenced operating on Sept. 16, 1896. In Feb., 1900, this company was consolidated with the West Roxbury & Roslindale St. Ry. Co., of Boston, whose capital stock is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $99,500.

FUNDED DEBT.—First mortgage, 5 p. c. bonds, issued, $60,000; dated July 1, 1898, due 1918.

OPERATION.—Year ending Sept. 30,	1897.	1898.	1899.
Total receipts	$16,876	$38,263	$46,689
Operating expenses	16,535	25,640	31,120
Earnings from operation	341	12,623	15,569
Deductions from earnings.			
Interest	2,339	5,821	7,430
Taxes	134	1,179	2,069
Other deductions		4,895	7,368
Net income	*2,132	728	*1,299
Total surplus	*1,882	*1,897	*5,414

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$ 3,009	$ 4,021	$ 5,192
Maintenance of way and buildings	1,599	2,481	4,328
" " equipment	151	792	1,833
Transportation expenses	11,777	18,346	19,767
Total	$16,535	$25,640	$31,120

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	340,384	712,551	770,375
Car miles run	120,890	185,583	195,915
Total receipts per car mile	$.140	$.191	$.238
Operating expenses per car mile	.137	.138	.158

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$ 83,333	$ 78,659	$108,940	$149,846
" equipment	19,523	21,132	22,394	32,310
Other perm'nt investments	22,066	22,125	44,099	41,195
Cash and current assets	4,149	708	16,146	29,791
Materials and supplies	345			1,582
Other assets		11,863	20,745	
Profit and loss (deficit)		1,882	1,897	5,414
Total	$129,416	$136,370	$214,221	$260,139
LIABILITIES.				
Capital stock	$ 75,000	$ 75,000	$ 75,000	$ 99,500
Funded debt			60,000	60,000
Current liabilities	54 167	61,223	78,274	99,826
Accrued liabilities		146	947	813
Profit and loss (surplus)	249			
Total	$129,416	$136,370	$214,221	$260,139

PLANT AND EQUIPMENT.—Miles of track (electric), 6.97; 15 motor cars; Gen. Elec. dynamos and motors.

Date of information, Dec., 1899. b

Norfolk Western Street Railway Co.—This company commenced operation of its road in Dedham, Westwood, Walpole, Dover and Medford, on May 9, 1899.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; dated Aug. 1, 1899, due 1919; denom. $1,000; int. payable Feb. and Aug.

OPERATION.—Period from May 9, to Sept. 30, 1899.

Total receipts	$9,842
Operating expenses	8,903
Earnings from operation	939
Interest	833
Net income	106

BALANCE SHEET.—Dated Sept, 30, 1899.

Assets.		Liabilities.	
Cost of road	$170,285	Capital stock	$100,000
" " equipment	26,146	Funded debt	100,000
Other permanent invest.	48,646	Current liabilities	97,487
Cash and current assets.	52,861	Accrued "	833
Miscellaneous assets	488	Profit and loss (surplus)	106
Total	$298,426	Total	$298,426

PLANT AND EQUIPMENT.—Miles of track (electric), 9.7; gauge, 4 ft. 8½ in.; 17 motor cars.

OFFICERS.—Pres. & Gen. Man. John F. Merrill, Sec. James A. Fitton, Treas. Frederick S. Gove, Supt. Edward C. Spring.

DIRECTORS.—J. F. Merrill, Frederick S. Gove, J. J. Feely, J. A. Fitton, W. H. Grosse, J. E. Smith, G. W. W. Whitney.

GENERAL OFFICE.—Westwood, Mass.

Date of information, Oct., 1899. b

DEERFIELD, N. Y.

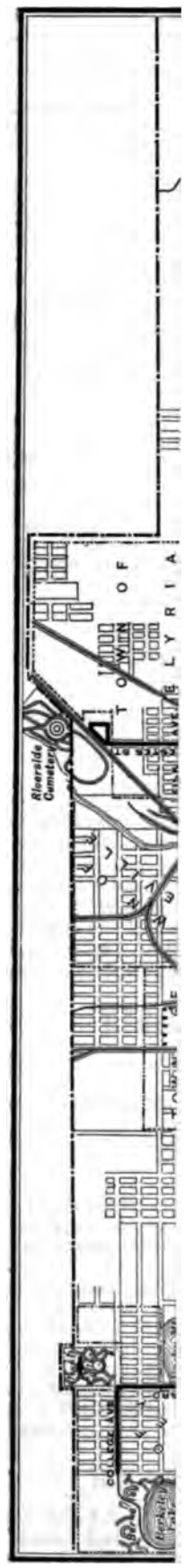
Population in 1880, 716, in 1890, 691.

Deerfield & Utica Railroad Co.—Chartered May 8, 1888. Annual meeting first Monday in Oct.

CAPITAL STOCK, authorized and issued, $12,000; par value $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $12,000, issued, $11,000; dated June 1, 1893, due 1993.

Please note date of information at end of each report.



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Denver City Railroad Co.—Chartered in 1896. This is a reorganization of the Denver City Cable Ry. Co., whose property was sold under foreclosure of mortgage on Sept. 10, 1895. This company owned the property of the West End Street Ry. Co., and is now consolidated with the Denver City Tramway Co.

Date of information, Feb., 1900. x

Denver Consolidated Tramway Co.—Chartered Sept. 6, 1893. Annual meeting first Tuesday in Sept. This was a consolidation of the Denver Tramway Co. (chartered, Feb. 5, 1885), the Metropolitan Ry. Co., the Denver Cable Ry. Co., the Denver & Berkeley Park Rapid Transit Co., the South Denver Cable Co., and the University Park Ry. & Electric Co. This company has now been consolidated with the Denver City Tramway Co.

References.—Description of road, Vol. VI, May, '90, p. 259; Vol. IX, Mar. '93, p. 133 (ill.); description of switch, Vol. IX, Mar., '93. p. 183 (ill.); operating detail, bookkeeping, Vol. IX, Apr., '93, p. 215 (ill.); operating detail, Vol. IX, Apr., '93, p. 220; operating detail, bookkeeping, Vol. IX, May, '93, p. 287 (ill.); operating detail, use of telephone, Vol. IX, Sept., '93, p. 577; description of track crossing, Vol. IX, Mar., '93, p. 156 (ill.); description of T rail const., Vol. IX, Sept., '93, p. 598 (ill.); description of new car, Vol. IX, Sept., '93, p. 599 (ill.); increase of bonds, Vol. IX, Nov., '93, p. 777; operating details, Vol. XI, Jan., '95, p. 26 (ill.); operating detail, Vol XII, Dec., '96, p. 775; description of cars, Vol. XIII, Apr., '97, p. 223 (ill.); description of track, Vol. XIII, June '97, p. 361 (ill.); improvements of system, Vol. XV, Feb., '99, p. 101 (ill.).

Date of information, Feb., 1900. x

Denver, Lakewood & Golden Railroad Co.—Chartered 1890 for 99 years. Road opened Jan. 1, 1893. This company operates a steam railroad from Denver to Ralston, Col. (21 miles), and an electric line from Denver to Barnum (5 miles). The company is in the hands of a receiver. In Nov., 1899 it was reported that this company was to be reorganized without delay.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $627,000; dated May, 1890, due 1910; denom. $1,000; int. payable May and Nov., at Denver; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

Plant and Equipment.—Miles of track, 26; operated by steam, 21, by electricity, 5; gauge, 4 ft. 8½ in.; 60 lb. and 76 lb. T rail; 35 cars, of which 33 steam cars and 2 electric motor cars, 2 locomotives.

Officers.—Receiver, Gen. Man. & Pur. Agt. W. W. Borst, Audr. B. M. Smith, Pres. Sam'l Newhouse, V. Pres. C. C. Welch, Sec. Jas. B. Miller, Treas. Frank W. Loveland.

Directors.—Sam'l Newhouse, C. C. Welsh, Frank W. Loveland, W. F. R. Mills, Caldwell Yeaman, G. W. Middleton, W. P. Rouse, Geo. E. Moore, John Z. Adams.

General Office, 1450 Arapahoe St. Office of Receiver, 1448 Mining Exchange Bldg., Denver.

Reference.—Description of road. Vol. IX, Mar., '93, p. 149 (ill).

Date of information, Feb., 1900. x

Thirty-fourth Avenue Railway.—This road is 1.50 miles long and runs through J. Cook, Jr.'s, property in old Denver, from a connection with the Denver Tramway Co. at Williams St., and running to the Colorado Boulevard. The cars run one way by gravity, carrying the horse downwards on the rear platform of the passenger car, the horse afterward drawing the car back up the hill. The line is owned by John Cook, Jr., and is free from encumbrance.

Date of information, Mar., 1895.

DEPTFORD, TENN.

Deptford & South Pittsburg Street Railway Co.

CAPITAL STOCK, authorized and issued, $10,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.5; gauge, 3 ft. 8½ in.; 30 lb. T rail; 8 horses, 3 horse cars; Stephenson cars.

OFFICERS.—Pres. L. W. Barringer, V. Pres. J. G. Kelley, Sec. Treas. & Gen. Man. J. Bright.

GENERAL OFFICE, Deptford, Tenn.

Date of information, Apr., 1897. d z

DERBY, CONN.

Population of Ansonia, Derby and Shelton in 1895 (local estimates), 22,000, in 1896 (local estimates), 23,000.

Derby Street Railway Co.—Chartered May 29, 1887. The Derby & Ansonia Street Ry. Co. (formerly the Birmingham & Ansonia Horse R. R. Co.) has been consolidated with this company.

CAPITAL STOCK, authorized, $250,000, issued, $150,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, outstanding, $150,000; dated 1894, due Apr. 2, 1914; int. payable Apr. and Oct.

OPERATION.—	Year ending Sept. 30, 1895.	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Receipts from pass.....	$61,332	$54,962	$45,602	$34,403	$55,676
" other sources...		891	1,943	1,084	2,948
" total.....		55,853	47,545	35,487	58,624
Operating expenses.....	42,904	43,061	30,471	20,087	33,228
Earnings from operation.	18,428	12,792	17,075	15,400	25,396
Deductions from earnings.					
Interest.....	7,352	11,332	11,654	8,141	8,733
Taxes.....	1,314	2,043	2,375	2,265	2,282
Net income.....	9,762	* 583	3,046	4,994	14,381
Dividends paid.....					2,000

* Deficit.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Passengers carried.....	1,049,044	973,060	712,344	1,240,705
Car miles run.....	267,229	225,035	154,275	231,709
Total receipts per car mile.	$.209	$.211	$.230	$.253
Op. expenses per car mile..	.161	.135	.130	.143

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1895.	Sept. 30, 1896.	Sept. 30, 1897.	June 30, 1898.	June 30, 1899.
Cost of road.....	$249,586	$256,066	$261,014	$261,512	$262,684
" equipment..	62,071	65,451	65,451	65,475	65,596
Real estate.....	272	958	1,644	1,816	1,816
Cash assets.....	569	407		2,601	3,237
Materials on hand..	4,565	4,883	4,570	4,147	3,646
Other assets.....			1,534		
Cash on hand.....		3,889	114	1,720	3,712
Profit & loss (deficit)	23,383	38,157	38,073	37,207	34,538
Total.....	$340,447	$369,811	$372,401	$374,478	$375,229
LIABILITIES.	1895.	1896.	1897.	1898.	1899.
Capital stock.....	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt.....	150,000	150,000	150,000	150,000	150,000
Bills payable.....	24,300	58,500	63,300	68,138	66,292
Accounts payable...	11,379	5,692	3,134	3,203	5,604
Accrued interest...	4,768	5,619	5,967	3,137	3,333
Total.....	$340,447	$369,811	$372,401	$374,478	$375,229

PLANT AND EQUIPMENT.—Miles of track (electric), 6.3; gauge, 4 ft. 8½ in.; 60 and 90 lb. girder and T rail; 25 cars, of which 17 are motor cars and 8 trail cars; 650 H. P. station plant; Allis engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. H. Holton Wood, V. Pres. & Treas. Chas. E. Clark, Asst. Treas. F. L. Beardsley, Sec. F. W. Wallace, Gen. Man. B. W. Porter, Supt. G. N. Kennedy, Elecn. George Fosdick, Ch. Engr. of Power Station H. Schmitz.

DIRECTORS.—H. Holton Wood, Chas. H. Nettleton, Chas. E. Clark, B. W. Porter, E. B. Gager, George E. Barber, F. W. Wallace.

GENERAL OFFICE, 90 Main St., Derby, Conn.

Date of information, Dec., 1899. b

DES MOINES, IA.

Population in 1880, 22,408, in 1890, 50,093, in 1897, 75,000.

Des Moines City Railway Co.—Chartered 1866, in perpetuity. Annual meeting third Wednesday in Jan. This is a consolidation (1893) of the Des Moines Street R. R. Co. and the Des Moines Suburban Ry. Co., and the company now controls all lines in the city.

Capital Stock.—Common stock, authorized, $2,750,000, issued, $1,055,000.

6 p. c. non-cumulative preferred stock, issued, $250,000.

Funded Debt, $1,205,000. as follows:

First mortgage 6 p. c. gold bonds, authorized, $2,000,000, issued, $305,000, in escrow (see Note), $300,000, in treasury $1,395,000; dated May 1, 1893, due 1923; denom. $1,000; int. payable May and Nov. at office of N. W. Harris & Co., of New York, and of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

Des Moines Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $600,000; dated Oct. 1, 1889, due 1919, but payable after Oct. 1, 1899, at the rate of $25.000 per annum; denom. $1,000; int. payable Apr. and Oct., at Chicago and New York; trustee of mortgage, American Trust & Savings Bank, of Chicago.

Des Moines Suburban Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $300,000; dated Nov. 1, 1890, due Jan. 1, 1921, but payable after Jan. 1, 1906, at the rate of $20,000 per annum; denom. $1,000; int. 6 p. c., payable Jan. and July, at Chemical National Bank, of New York, or at office of the Iowa Loan & Trust Co., of Des Moines, trustee of mortgage.

Please note date of information at end of each report.

Note.—Of the unissued first mortgage bonds, $300,000 are in escrow to retire at maturity the Des Moines Suburban Ry. Co.'s bonds above described. No bonds are held in escrow to retire the bonds of the Des Moines Street R. R. Co. The remainder may be issued and sold for betterments, extensions and improvements, at a rate not exceeding 80 per cent. of actual cost.

Operation.—Year ending Dec. 31.

	1895.	1896.	1897.	1898.	1899.
Gross receipts.....	$241,168	$239,511	$233,080	$254,820	$299,190
Operating expenses...	148,811	146,692	154,783	176,210	203,296
Earnings from opert'n.	92,357	92,819	78,297	78,610	95,894

Plant and Equipment.—Miles of track, 39.5; gauge, 4 ft. 8½ in.; 45 lb. to 62 lb. T and girder rail; 54 motor cars; Sioux City and Lane & Bodley engines, Gen. Elec. dynamos and motors, St. Louis cars.

Officers.—Pres. J. S. Polk, Sec. A. G. Maish, Treas. & Gen. Man. Geo. B. Hippee, Ch. Engr. of Power Station J. S. Goodrell, Supt. W. G. Owens.

General Office, 607 Mulberry St., Des Moines, Ia.

Date of information, Feb., 1900. z

DETROIT, MICH.

Population in 1880, 116,340, in 1890, 205,876, in 1897 (local estimates), 300,000.

Citizens' Traction Co.—Chartered in 1897 for the purpose of effecting a consolidation of all the street railway lines in the city of Detroit. This company owns a controlling interest in the capital stock of the Detroit Citizens' Street Ry. Co., the Detroit Electric Ry., and the Detroit, Fort Wayne & Belle Isle Ry. Co.

Date of information, Feb. 1900. x

Detroit Citizens' Street Railway Co.—Chartered 1891, for 30 years. This company purchased in 1891 the property and franchises of the Detroit City Ry. Co., the Grand River Street Ry. Co. and the Hamtramck & Grosse Point Ry. Co. The company owns the entire capital stock of the Highland Park Ry. Co., the Detroit Suburban Ry. Co., the Detroit Electric Ry. Co. and the Fort Wayne & Belle Isle Ry. Co., and operates these four properties under lease. A controlling interest in the capital stock of this company is owned by the Citizens' Traction Co.

Capital Stock, authorized, $2,000,000, issued, $1,250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $3,000,000, issued, $1,100,000, in escrow (see Note), $1,150,000, in treasury, $750,000; dated Oct. 1, 1891, due 1901; int. payable Apr. and Oct.; trustee of mortgage, Washington Trust Co., of New York.

First consolidated mortgage 5 p. c. gold bonds, authorized $7,000,000; issued, $4,335,000; in escrow, $2,665,000; dated July 1, 1895, due 1905; int. payable Jan. and July; trustee of mortgage, New York Security & Trust Co., of New York.

Detroit City Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated Jan. 1, 1890, due 1900; int. payable Jan. and July.

Grand River Street Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $150,000; dated Jan. 1, 1890, due 1900; int. payable Jan. and July.

Detroit Suburban Ry. Co.'s first mortgage 5 p. c. bonds, authorized, $400,000, issued, $275,000; dated Nov. 1, 1892, due 1902; int. payable May and Nov.; trustee of mortgage, Union Trust Co., of Detroit.

Highland Park Ry. Co.'s first mortgage 5 p. c. bonds, authorized, $250,000, issued, $140,000; dated Jan. 1, 1893, due 1908; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Detroit.

Note.—$1,150,000 of the first mortgage bonds are held in escrow to retire the bonds of the Detroit City Ry. Co. and the Grand River Street Ry. Co., above described; $2,665,000 of its consolidated mortgage are held in escrow to retire prior liens.

The company has the privilege of retiring the bonds of the Detroit City Ry. Co. and the Grand River Street Ry. Co. on ten days' notice by paying 6 p. c. interest, instead of 5.

Operation.—Year ending Dec. 31,	1896.	1897.	1898.	10 months ending Oct. 31, 1899.
Gross receipts.....	$1,040,545	$1,102,250	$1,196,487	$1,127,088
Operating expenses....	602,806	565,348	61,594	569,499
Earnings from opert'n.	437,739	536,901	584,893	557,589

Plant and Equipment.—Miles of track (electric), 101; gauge, 4 ft. 8½ in.; 95 lb. to 98 lb. T, tram and girder rail; 575 cars, of which 275 are closed motor cars and 300 open motor cars; Allis engines, Siemens & Halske dynamos, Steel motors, Brill, Jones and Stephenson cars.

Officers.—Pres. Tom L. Johnson, V. Pres. & Treas. J. C. Hutchins, Sec. A. E. Peters, Asst. Sec. J. F. Van Name, Man. A. B. du Pont, Supt. John Grant, Mech. Engr. Thos. Farmer, Jr.

Directors.—Tom L. Johnson, W. L. Johnson, Jas. M. Edwards, Henry A. Everett, Irwin Fullerton, A. B. du Pont, J. C. Hutchins.

General Office, 12 Woodward Ave., Detroit, Mich.

References.—Annual tax report, Vol. IX, Mar., '93, p. 197; franchise, Vol. IX, July, '93, p. 450; franchise decision, Vol. X, Dec., '94, p. 795; description of road, Vol. XI, Sept., '95, p. 559 (ill.); description of illuminated signs (brief), Vol. XII, May, '96, p. 287 (ill.).

Date of information, Feb., 1900. x

Detroit Electric Railway.—Chartered in 1896 as the successor, by purchase, to The Detroit Railway. The Detroit Citizens' Street Ry. Co. formerly owned the capital stock of this company, and operated the road under lease, and it is now controlled by the Citizens' Traction Co.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—Detroit Ry. Co.'s first mortgage 5 p. c. gold bonds, $1,800,000; coupon, but may be registered; dated 1895, due 1912-1924; denom. $1,000; int. payable June and Dec.; trustee of mortgage, Cleveland Trust Co.

Consolidated mortgage 5 p. c. gold bonds, authorized, $2,800,000, issued, $1,000,000, in escrow (see note), $1,800,000; coupon, but may be registered; dated June, 1896, due 1916; denom. $1,000; int. payable June and Dec., at office of Cleveland Trust Co., trustee of mortgage.

Note.—First mortgage bonds numbers 1 to 600 mature in order of numbers, at $50,000 per annum, commencing Dec. 12, 1912; numbers 601 and above mature Dec. 1, 1924. Bonds numbered 1,801 and above will be passed to sinking fund. First mortgage bonds may be redeemed at 103 on Dec. 1, 1898.

$1,800,000 of the consolidated mortgage bonds are held in escrow to retire first mortgage bonds of that amount.

Franchises.—This company owns municipal franchises which were granted in Dec., 1894, for 30 years.

Operation.—Year ending Dec. 31,	1896.	1897.	1898.	10 months ending Oct. 31, 1899.
Gross receipts.....	$423,066	$394,213	$401,179	$369,100
Op'g expenses (includ. taxes).	286,477	265,802	266,777	241,328
Earnings from operation	136,589	128,411	134,402	127,772

Plant and Equipment.—Miles of track (electric), 62; gauge, 4 ft. 8½ in.; 85 lb. rail; 75 motor cars; 3,000 H. P. engines, 3,000 H. P. dynamos; Allis engines, Stirling boilers, Walker dynamos, West. motors, St. Louis and Kuhlman cars, Brill trucks.

Officers.—Pres. Albert Pack, V. Pres. & Treas. J. C. Hutchins, Sec. & Pur. Agt. A. E. Peters, Gen. Man. A. B. du Pont, Supt. John Grant, Ch. Engr. Elecn. & Ch. Engr. of Power Station Thomas Farmer, Jr., Audr. Irwin Fullerton, Claim Agt. W. L. Johnson, Mas't Mech. Charles Remelius.

General Office, 12 Woodward Ave. Detroit, Mich.

References.—Description of road, Vol. XII, Jan. '96, p. 1 (ill.); description of track construction, Vol. XIII. Apr., '97, p. 224; description of track, Vol. XV, Feb., '99, p. 88 (ill.).

Date of information, Feb., 1900. x

Detroit, Fort Wayne & Belle Isle Railway Co.—Chartered in 1898 as the successor to the Ft. Wayne & Belle Isle Ry. Co., which was chartered May 23, 1892. The Detroit Citizens' Street Ry. Co. formerly owned the capital stock of this company and operated the road under lease, and it is now controlled by the Citizens' Traction Co.

Capital Stock, authorized and issued, $1,200,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,200,000, issued, $855,000; in escrow (see Note), $345,000; dated Apr. 1, 1898, due 1927; int. payable Apr. and Oct.; trustee of mortgage, New York Security & Trust Co.

Fort Wayne & Belle Isle Ry. Co's. first mortgage 6 p. c. gold coupon bonds, authorized, $400,000, issued, $345 000; dated Oct. 1, 1892, due 1902; int. payable Apr. and Oct., at office of Union Trust Co., of Detroit, trustee of mortgage.

Note.—Of the first mortgage bonds, $345,000 are held in escrow to retire the underlying bonds, described above, and which have been subject to call since Oct. 1, 1897.

Operation.—	Year ending Dec. 31, 1898.	10 mos. ending Oct. 31, 1899.
Gross receipts.....	$184,228	$173,459
Operating expenses	109,789	99,577
Earnings from operation	74,439	73,882

Plant and Equipment.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 91 lb. and 98 lb. girder grooved rail; 81 cars, of which 35 are motor cars and 46 trail cars; Allis engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. J. C. Hutchins, V. Pres. J. M. Edwards, Sec. A E. Peters.

Please note date of information at end of each report.

Directors.—E. H. Butler, S. Schloss, D. M. Ferry, David Whitney, Jr., N. W. Goodwin, Chas. E. Kanter and D. E. Heineman.

General Office, 12 Woodward Ave., Detroit, Mich.

Reference.—Description of road, Vol. IX, Oct.,'93, p. 668 (ill.).

Date of information, Feb., 1900. x

The Detroit, Ypsilanti & Ann Arbor Railway.—Organized in 1897, as the successor to the Ann Arbor & Ypsilanti Electric Ry. Co. This company owns an electric railway from Detroit to Ann Arbor, and from Ypsilanti to Saline, and a city system in Ann Arbor, and has made an agreement whereby it uses the tracks of the Detroit Citizens' Street Ry. in Detroit.

CAPITAL STOCK, authorized and issued, $400,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $600,000; dated Nov. 1, 1897, due 1917; denom. $500 and $1,000; trustee of mortgage Union Trust Co., of Detroit, Mich

Consolidated first mortgage 6 p. c. gold bonds authorized, $1,000,000; issued, $200,000; in escrow (see note), $600,000; in treasury, $200,000; dated Feb. 1, 1899, due 1924; denom. $500 and $1,000; int. payable Feb. and Aug. at office of Union Trust Co., of Detroit, trustee of mortgage.

NOTE.—$600,000 of the Consolidated first mortgage bonds are held in escrow to retire the outstanding first mortgage bonds, described above.

PLANT AND EQUIPMENT.—Miles of track (electric), 54; gauge, 4 ft. 8½ in.; 77 lb. girder and 70 and 75 lb. T rail; 32 motor cars; six 450 H. P. W. Church Kerr engines, West. dynamos and motors, Barney & Smith cars and trucks.

OFFICERS.—Pres. James D. Hawks, V. Pres. M. J. Griffin, Sec. F. A. Hinchman, Treas. S. F. Angus.

DIRECTORS.—S. F. Angus, H. T. Thurber, J. D. Hawks, M. J. Griffin, George M. Crocker, O. Bingham, C. A. Frost.

GENERAL OFFICE, Union Trust Bldg., Detroit, Mich.

REFERENCES.—Description of booster system, Vol. XIV, Sept., '98, p. 551 (brief); description of road, Vol. XV, Jan., '99 p. 1 (ill.); increase of bonds, Vol. XV, Mar., '99, p. 68.

Date of information, Feb., 1900. x z

Detroit & Pontiac Railway Co.—Chartered in 1897, for 30 years. This company is the successor of the Oakland Railway Co.

Capital Stock, $500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, $500,000; dated Feb. 1, 1897, due. 1922; trustee of mortgage, Washington Trust Co., of New York.

Plant and Equipment.—Miles of track (electric) 21.5; gauge 4 ft. 8½ in.; 56 lb. T rail; 17 cars, of which 13 are motor cars and 4 trail cars; West. engines, West. and Detroit dynamos, Johnson and West. motors, Kuhlman cars, Brill trucks.

Officers.—Pres. George Hendrie, V. Pres. S. Baldwin, Sec. Treas. & Gen. Man. S. Hendrie, Supt. J. Busby.

Directors.—George Hendrie, S. Baldwin, F. A. Baker, J. C. Donnelly, S. Hendrie.

General Office, Birmingham, Mich.

Reference.—Description of road, Vol. XV, Jan. '99, p. 1 (ill.).

Date of information, Feb., 1900. x

The Rapid Railway Co.—Chartered Mar. 1, 1894. This company has a traffic agreement with the Detroit Citizens' Street Ry. Co. by which its cars run over the latter's tracks to the business center of the city, and to the Michigan Central and Union Depot stations.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $300,000; dated Mar. 1, 1895, due .1915; coupon, but may be registered; denom. $1000; int. payable Mar. and Sept. at office of Finance Co. of Pennsylvania, of Philadelphia, trustee of mortgage.

Consolidated mortgage bonds, authorized, $600,000, issued, $300,000; in escrow (see Note), $300,000; dated 1896.

Note.—$300,000 of the consolidated mortgage bonds are held in escrow to retire same amount of first mortgage bonds.

Operation.—	5½ mos. end'g Dec. 31, 1895.	Year end'g Aug. 31, 1896.	Year end'g July 31, 1898.
Gross receipts	$30,356	$70,172	$76,776
Operating expenses	15,586	36,630	34,894
Earnings from operation	14 770	33,542	41,882
Deductions from earnings.			
Interest charges	6,875	15,000	15,000
Net income	7 895	18,542	26,882

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 70 lb. T rail; 48 cars, of which 22 are motor cars, 10 trail cars and 16 freight cars; Walker dynamos and motors, Jackson & Sharp and Barney & Smith cars.

Officers.—Pres. Cornelius J. Reilly, Treas. Chas. M. Swift, Gen. Man. F. W. Brooks, Ch. Engr. of Power Station James Anthony, Gen. Foreman W. G. Holmes.

General Office, 29 Monroe Ave., Detroit, Mich.

References.—Description of road (brief), Vol. XI, May,'95, p. 327, description of new cars, Vol. XII, July, '96, p. 432 (ill.); description of road, Vol. XV, Jan., '99, p. 1 (ill.).

Date of information, Feb., 1899. d x

The Rapid Railroad Co.—This company was organized in 1898 to construct an extension of the Rapid Railway from Mt. Clemens to Port Huron, Mich., about 40 miles, connecting through St. Clair Flats, Algonac, Marine City and St. Clair.

Capital Stock, authorized, $1,000,000.

Officers.—Pres. Cornelius J. Reilly, Treas. Chas. M. Swift.

General Office, 29 Monroe Ave., Detroit, Mich.

Date of information, Nov., 1899. x

Wyandotte & Detroit River Railway.

Capital Stock, authorized, $250,000, issued, $200,000.

Funded Debt.—Mortgage bonds, authorized, $425,000; in escrow (to retire $200,000 now outstanding of a prior mortgage), $200,000; in treasury for improvements, $225,000; dated Dec. 1, 1898, due 1918.

Plant and Equipment.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 12 cars, of which 8 are motor cars and 4 trail cars; Phœnix engines, West. dynamos, Lorain motors.

Officers.—Pres. J. C. Hutchins, V. Pres. A. B. du Pont, Gen. Man. W. C. Hopper, Supt. R. Dick.

General Office, 12 Woodward Ave., Detroit, Mich.

Reference.—Description of road, Vol. XV, Jan. '99, p. 1 (ill.).

Date of information, Nov., 1899. x

Detroit, Lake Shore & Mt. Clemens Railway.—Chartered in 1897, to build an electric railway from Detroit to Mt. Clemens. This road was placed in operation Oct. 1, 1898.

Capital Stock, $300,000.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $350,000; issued, $90,000; held in escrow, $260,000 (see Note); dated May 2, 1898, due 1928; denom. $1,000; int. payable May and Nov., at office of New York Security & Trust Co., trustee of mortgage.

Note.—$260,000 of the consolidated mortgage are held to retire the first mortgage at maturity, July 1, 1927.

Plant and Equipment.—Miles of track (electric) owned, 17.97; trackage rights, 8.5; 10 motor cars.

Officers.—Pres. M. Mills, V. Pres. G. S. Davis, Sec. Thomas N. Fordyce, Treas. F. T. Ranney, Auditor T. E. Gaghan, Supt. F. A. Draper.

General Office, Detroit, Mich.

References.—Description of motor car, Vol. XIV, Sept., '98, p. 557 (ill.); description of road, Vol. XV, Jan., '99 (ill.).

Date of information, Jan., 1900. x z

NEW CORPORATIONS.

Detroit, Plymouth & Northville Railway.—This company was incorporated May 28, 1898, to construct an electric railway from Wayne extending through Tonquish, Plymouth and Waterford to Northville. The road connects at Wayne with the lines of the Detroit, Ypsilanti & Ann Arbor Electric Ry. Co., and was placed in operation Mar., 1899.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Funded Debt—First mortgage 6 p. c. bonds, $150,000; dated June 1, 1898, due May 1, 1918; denom. $100 and $500 each; int. payable at office of Union Trust Co., Detroit, Mich., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 73 lb. T rail; 4 motor cars; 675 H. P. station plant; Russell engines; Siemens & Halske generators; Gen. Elec. motors; Jackson & Sharp cars; Dupont trucks.

Officers.—Pres. & Gen. Man. J. A. Russell, Sec. H. P. Wickham, Treas. J. H. Cullen, Supt. T. E. Griffin.

Date of information, Mar., 1900. z

Detroit & Northwestern Railway Co.—Incorporated Mar. 15, 1899. This company has purchased the Grand River Electric R. R. and the Pontiac & Sylvan Lake Ry. and expects to have entire road in operation by May 1, 1900, connecting Detroit, Ravenswood, Greenfield, Farmington, Southfield, Orchard Lake and Pontiac with intermediate towns and cities.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $900,000; dated May 1, 1899, due 1919; int. payable May and Nov.

Plant and Equipment.—Miles of track (electric), 60; gauge, 4 ft. 8½ in.; 70 lb. T rail; 20 cars, of which 16 are motor cars and 4 trail

cars; 3-400 K. W. direct S. & H. generators, 3-650 H. P. Allis engines, West motors, Kuhlman & Jewett cars.

Officers.—Pres. Edward W. Voight, V. Pres. & Treas. Hoyt Post, Sec. Jas. A. Randall, Act. Man. Seymour Brownell, Ch. Engr. Fred'k A. Little, Ch. Engr. of Power Station J. F. Randall, Elecn. Louis Monch.

General Office, 18 McGraw Building, Detroit, Mich.

Date of information, Feb., 1900. x

Chicago, Detroit & Toledo Railroad Co.—This company was incorporated Apr. 23, 1898, to construct an electric railway from Detroit south to Toledo, Ohio, about 60 miles.

Capital Stock, $500,000.

Incorporators.—Jno. C. Schaffer, G. D. P. Robinson, D. E. Town, T. S. Mordant, Chicago; C. W. O'Brien, Leopold Freund, Alex. E. Riepeller, Detroit.

Date of information, Nov., 1899. x

Detroit, Rochester, Romeo & Lake Orion Railway Co.—This company placed in operation in 1899 an electric railway connecting Detroit with Royal Oak, Rochester, Romeo and Oxford, about 40 miles. Extensions from Oxford to Flint, 30 miles, and from Romeo to Almont, 10 miles, are under construction.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,250,000, issued, $600,000; dated July 1, 1899, due 1919; denom. $500 and $1,000; int. payable Jan. and July, at office of the Union Trust Co., of Detroit, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 80; gauge, 4 ft. 8½ in.; 56 lb. T rail; 3-600 K. W. generators, 850 H. P. station plant.

Officers.—Pres. & Gen. Man. J. Winter, V. Pres. O. H. Lau, Sec. & Pur. Agt. F. J. McMurkrie, Treas. F. C. Andrews, Supt. J. W. Smith, Ch. Engr. H. P. Strong.

General Office, 29 State St., Detroit, Mich.

Date of information, Feb., 1900. x

DOVER, DEL.

Population, in 1890, 3,061.

Delaware General Electric Railway Co.—This company was incorporated in Aug., 1899, to construct an electric railway extending from Milford via Dover to Smyrna, with an extension to Bombay Hook on Delaware Bay, a total distance of 45 miles. It is the purpose of the company to carry freight and passengers, opening up this section for the gardening and market interests. Construction work was commenced on Feb. 22, 1900, and the road is expected to be in operation by June 1.

CAPITAL STOCK, authorized, $900,000; par value, $50 per share.

OFFICERS.—Pres. Leo. Belmont, Sec. Wm. Graham, Treas. Morris Bernheimer.

GENERAL OFFICE, Dover, Del.

Date of information, Mar., 1900. x

DOVER, N. H.

Population, in 1880, 11,687, in 1890, 12,790.

Union Electric Railroad.—This company is a reorganization of the Union Street Ry. Co., whose property was sold at auction on Aug. 8, 1896, for $105,000, to Rochester (N. Y.) parties.

CAPITAL STOCK, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $100,000; due Feb. 15, 1917.

OPERATION.—Year ending June 30,

	1895.	1896.	1898.	1899.
Receipts from passengers	$27,913	$29,628	$33,061	$32,807
" other sources	988	857	1,636	3,685
" total	28,901	30,485	34,697	36,492
Operating expenses	24,472	29,370	21,195	24,699
Earnings from operation	4,429	1,115	13,502	11,793
Deductions from earnings.				
Interest on bonds			2,500	5,000
Taxes		155	348	177
Net income	4,429	960	10,654	6,616
Total surplus account	22,945	17,372	17,315	21,860
Per cent op. exp. to total receipts.	85	96	61.0	67.4

Figures for 1897 are omitted owing to reorganization.

OPERATING EXPENSES.

Year ending June 30,

	1896.	1898.	1899.
General expenses	$13,473	$ 2,951	$ 2,911
Maintenance of way and buildings	4,529	2,260	1,760
" " equipment	3,591	1,803	2,588
Transportation expenses	7,777	14,181	17,440
Total	$29,370	$21,195	$24,699

STATISTICS OF TRAFFIC.

Year ending June 30,

	1898.	1899.
Passengers carried	661,200	693,430
Car miles run	192,075	193,000
Total receipts per car mile	$.180	$.188
Operating expenses per car mile	.110	.127

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1898.	1899.
Construction and equipment	$219,866	$223,066	$208,919	$225,812
Land and buildings	46,025	46,025	3,618	
Cash and cash assets	4,428	960	7,707	1,026
Material and supplies	690	690	900	1,100
Total	$271,009	$270,741	$221,144	$227,938
LIABILITIES.				
Capital stock	$150,000	$150,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000	100,000
Current liabilities	2,563	3,369	2,891	4,203
Other liabilities			938	1,875
Profit and loss (surplus)	18,446	17,372	17,315	21,860
Total	$271,009	$270,741	$221,144	$227,938

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. T and 70 lb. girder rail; 19 motor cars; Gen. Elec. dynamos, West. motors; Newburyport cars. Rent power.

OFFICERS.—Pres. Sumner Wallace, Rochester, N. Y.; V. Pres. Geo. E. Wallace, Rochester, N. Y.; Sec. L. P. Snow, Rochester, N. Y.; Treas. J. F. Springfield, Elecn. Geo. M. Towle.

DIRECTORS.—Sumner Wallace, Albert Wallace, George E. Wallace, James E. Lothrop, Amos M. Downing.

Date of information, Feb., 1900. b c z

DOYLESTOWN, PA.

Population in 1880, 2,070, in 1890, 2,519.

Bucks County Railway Co.—Chartered Aug. 3, 1894. This company's lines extend from Doylestown to Willow Grove, a distance of 12 miles. This road is now operated by the Doylestown Trust Co. as receiver.

CAPITAL STOCK, authorized and issued, $125,000,

FUNDED DEBT.—First mortgage bonds, authorized and issued, $140,100.

OFFICERS.—Pres. W. Jenks Fell, Sec. William C. Ryan, Treas. George A. Brock, Supt. S. G. Moore.

DIRECTORS.—W. Jenks Fell, Wm. C. Ryan, of Doylestown, Pa., Alfred P. Shannon, John A. Quinn and Francis Fenimore, of Philadelphia.

GENERAL OFFICE, South Main St., Doylestown.

Date of information, Feb., 1900. b c z

DU BOIS, PA.

Population in 1880, 5,718, in 1890, 6,149, in 1896 (local estimates), 10,000.

Du Bois Traction Co.—This company is a reorganization on June 9, 1898, of the Du Bois Traction Passenger Railway Co. Chartered Apr. 4, 1890. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $17,500; par value, $50 per share.

FUNDED DEBT, $17,000.

OPERATION.—Year ending June 30,

	1894.	1895.	1896.	1898.	1899.
Gross receipts	$7,314	$6,698	$6,178	$4,662	$ 6,970
Operating expenses	6,736	6,285	7,718	4,558	6,560
Earnings from oper	578	413	*1,540	104	410

* Deficit.

NOTE.—Owing to litigation, no report for 1896-'97 was obtainable.

BALANCE SHEET.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$27,542	Capital stock	$17,500
Cost of equipment	9,229	Funded debt	17,000
Material and supplies	104	Accounts payable	2,729
Cash	490	Profit and loss (surplus)	410
Open accounts	274		
Total	$37,639	Total	$37,639

PLANT AND EQUIPMENT.—Miles of track (electric), 2.25; gauge, 4 ft. 8½ in.; 60 lb. girder rail; 4 motor cars; McEwen and Ball engines, West. and Gen. Elec. dynamos and motors, Brill and Stephenson cars.

OFFICERS.—Pres. J. E. DuBois, Sec. & Treas. M. I. McCreight, Supt. J. H. McEwen.

DIRECTORS.—J. E. DuBois, Wm. Osbourn, F. W. Hetfield, J. H. McEwen, L. M. Truxall, W. C. Pentz, M. I. McCreight.

GENERAL OFFICE, DuBois, Pa.

Date of information, Dec., 1899. b

Please note date of information at end of each report.

DUBUQUE, IA.

Population in 1880, 22,254, in 1890, 30,311, in 1895 (state census), 40,653.

Star Electric Co.—This company owns the property of the Dubuque Street Railway Co., which was chartered Apr. 25, 1867. Charter renewed Apr. 25, 1892, for 25 years, and extended July 29, 1897 to 1947, and also owns an extensive electric lighting and power plant, all of which are to be consolidated at an early date.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 25 cars, of which 15 are motor cars and 10 trail cars; Sioux City engines, Edison 200 K. W. generators, West and Gen. Elec. motors, Brill, St. Louis and own cars.

OFFICERS.—Pres. B. E. Linehan, Sec. & Treas. W. S. Molo, Gen. Man. & Pur. Agt. D. Thomson, Ch. Engr. L. A. Pitts, Ch. Engr. of Power Station Louis Pitts.

Date of information, Feb., 1900. z

Home Electric Co.—This company is the successor by purchase of the Dubuque Light & Traction Co., which was a consolidation (1893) of the Dubuque Electric Ry., Light & Power Co. (inc. 1889) and the Eighth Street & West Dubuque Street Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 52 lb. Johnson girder rail; 23 cars, of which 16 are motor cars and 7 trail cars; Gen. Elec. and West. dynamos and motors.

OFFICERS.—Pres. D. D. Myers, V. Pres. John Ellwanger Sec. & Treas. G. W. Kiesel, Gen. Man. W. J. Brown.

DIRECTORS.—B. W. Lacy, F. D. Stout, D.D. Myers, W. J. Brown, John Ellwanger, Geo. W. Kiesel, H. Parsons.

REFERENCES.—Sale, Vol. IX, Apr., '93, p. 270; receivership, Vol. XI, Jan., '95, p. 59,

Date of information, Feb., 1900. z

DULUTH, MINN.

Population in 1880, 838, in 1890, 33,115, in 1897 (local estimates), 60,000.

Duluth Street Railway Co.—Chartered Oct. 25, 1881, in perpetuity; franchise granted Nov. 17, 1881; road opened Nov. 1, 1882. This company operates the property of the Motor Line Improvement Co. and the Lakeside Ry. Co. In July, 1898, this property was placed in the hands of a receiver, and the property has lately come into the control of Thomas Lowry and associates, of Minneapolis.

Capital Stock, authorized and issued, $2,000,000.

Funded Debt.—First consolidated mortgage bonds, authorized and issued, $1,000,000: coupon, but may be registered; dated Jan. 1, 1890, due 1920; denom. $1,000; int. 6 p. c. on $100,000 and 5 p. c. on $900,000, payable Jan. and July.

Consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued $1,000,000, in escrow (see Note), $1,000,000; coupon, but may be registered; dated July 1, 1894, due 1924; denom. $1,000; int. payable Jan. and July, at office of Manhattan Trust Co., of New York, trustee of mortgage.

Note.—$1,000,000 of the consolidated mortgage bonds (of 1924) are held in escrow to retire the first consolidated mortgage bonds at maturity. $1,000,000 are now outstanding. The remaining $500,000 are held in trust, and may be issued for betterments and extensions only when the net earnings for the preceding twelve months have been equal to the interest upon both the outstanding bonds and the bonds proposed to be issued.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.
Gross earnings	$219,927	$202,031	$201,840	$205,856
Op. exp., incl'dg taxes and all other fixed charges, except int.	99,062	110,155	103,419	103,663
Earnings from operation	$120,865	$91,876	$98,421	$102,193

Plant and Equipment.—Miles of track, 36.1; operated by electricity, 35, by cable, 1.1; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. girder and T rail; 60 motor cars, Allis engines, Gen. Elec. and West. dynamos and motors, Laclede and Northern cars.

Officers.—Receiver and Pres. L. Mendenhall, V. Pres. G. G. Hartley, Sec. & Treas. T. W. Hoopes, Gen. Man. Supt. & Pur. Agt. Herbert Warren, Audr. S. L. Reichert, Ch. Engr. of Power Station John Carson, Mast. Mech. W. J. Smith, Roadmaster T. Armstrong.

References.—Description of road, Vol. VII, Feb., '91, p. 64 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 152.

General Office, 11th Ave. W. & Michigan St.

Date of information, Mar., 1900. d x

Interstate Traction Co.—This company is a reorganization of the Minnesota Point Street Railway, chartered June, 1887, for 50 years. Annual meeting Apr. 15th. This company recently to equipped its lines with electricity.

Capital Stock, authorized, $50,000, issued, $20,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $50,000, issued, $16,000; dated May, 1899, due 1919; denom. $500; int. payable May and Nov. at office of St. Paul Title & Trust Co., of St. Paul, Minn., trustee of mortgage.

Operation.—Year ending Oct. 31, 1899.

Total receipts	$5,255
Operating expenses	2,913
Earnings from operation	2,342
Deductions from earnings.	
Interest	900
Net income	1,442

Balance Sheet.—Dated Oct. 31, 1899.

Assets.		Liabilities.	
Cost of road and equip.	$35,309	Capital stock	$20,000
Cash	1,142	Funded debt	16,000
		Profit and loss (surplus)	451
Total	$36,451	Total	$36,451

Plant and Equipment.—Miles of track (electric), 3.50; gauge, 4 ft. 8½ in.; 35 lb. T rail; 6 cars, of which 4 are motor cars and 2 trail cars; power purchased.

Officers.—Pres. and Gen. Man. R. R. Dunn, V. Pres. H. O. Underwood, Sec. & Treas. A. W. Hartman.

Directors.—Robert R. Dunn, H. O. Underwood, O. C. Hartman, A. W. Hartman, C. F. Hartman.

General Office, 10 Mesuba Block, Duluth, Minn.

Date of information, Jan., 1900. z

Woodland Railway Co.—This company is the successor to the Motor Line Improvement Co., having purchased their property at foreclosure sale. This road is operated by the Duluth Street Ry. Co.

Capital Stock.—Common, authorized, $10,000, issued, $5,500. Preferred 5 p. c. class "A" authorized, $5,000, issued, $1,795. Preferred 3 p. c. class "B" authorized, $25,000, issued, $23,200; par value, all shares, $10 per share.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Laclede cars.

Officers.—Pres. T. W. Hoopes, Sec. James Bardon, Treas. R. M. Hunter.

General Office, 11th Ave. West & Michigan St., Duluth, Minn.

Date of information, Feb., 1900. x

DUNKIRK, N. Y.

Population in 1880, 7,248, in 1890, 9,416.

Dunkirk & Point Gratiot Traction Co.—This company was organized to construct an electric railway from Dunkirk to Point Gratiot, on Lake Erie.

CAPITAL STOCK, $25,000.

OFFICERS.—Pres. L. F. Stearns, V. Pres. & Gen. Man. J. C. Haggett, Sec. George A. Starr, Treas. A. J. Lunt.

DIRECTORS.—L. F. Stearns, J. C. Haggett, Wm. Bookstaver, M. L. Hinman, E. R. Warner, A. J. Lunt, J. C. Karney, A. H. Marsh, S. F. Nixon.

GENERAL OFFICE, Dunkirk, N. Y.

Date of information, Jan., 1900. x z

DU QUOIN, ILL.

Population in 1880, 2,807, in 1890, 4,052.

Du Quoin Street Railway Co.—In Feb. 1898, this company reported that it was doing very little business.

CAPITAL STOCK, $5,375; par value, $25 per share.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in ; 57 lb. T rail; 3 horses, 3 horse cars.

OFFICERS.—Pres. & Gen. Man. P. D. Mifflin, V. Pres. C. Horn, Sec. & Pur. Agt. C. B. White, Treas. P. N. Pope.

Date of information, Feb., 1900. x

DURANGO, COL.

Population in 1890, 2,726, in 1894 (local estimates), 6,000, in 1897 (local estimates), 7,000.

Durango Railway & Realty Co.

CAPITAL STOCK, authorized, $250,000, issued, $155,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 2.25; gauge, 4 ft. 8½ in.; 30 lb. T rail; 3 cars, of which 2 are motor cars and 1 trail car; Ide engines, West. dynamos and motors, Woeber cars.

OFFICERS.—Pres. J. A. Porter, V. Pres. & Ch. Engr. J. B. Harper, Sec. W. S. Pickerill, Treas. H. Schiffer, Elecn. J. J. McClarin.

Date of information, Jan., 1900. z

Please note date of information at end of each report.

EAST LIVERPOOL, O.

Population in 1880, 5,568, in 1890, 10,947, in 1899 (local estimates), 16,000.

The East Liverpool Railway Co.—This is a reorganization of the East Liverpool & Wellsville Street R. R. Co., which was sold at sheriff's sale on May 5, 1897.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 56 lb. T and 81 lb. girder rail; 26 motor cars; Allis engine; West. motors, Stephenson and St. Louis cars.

OFFICERS.—Pres. & Gen. Man. J. B. Hoefgen, Sec. Wm. B. Whiting, Treas. L. W. Healy.

Date of information, Feb., 1899. z

EAST ST. LOUIS, ILL.

Population in 1880, 9,185; in 1890, 15,169.

East St. Louis Electric Street Railroad Co.

CAPITAL STOCK.—$150,000.

FUNDED DEBT.—Consolidated mortgage 6 p.c. gold bonds, $500,000; dated Aug. 1, 1893, due 1908; int. payable Feb. and Aug., at office of Mississippi Valley Trust Co., of St. Louis, Mo., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 28; gauge 4 ft. 10 in.; 23 motor cars.

OFFICERS.—Pres. J. S. Walsh, V. Pres. E. P. Bryan, Sec. C. K. D. Walsh, Treas. F. C. Daab, Supt. M. Herrold, Pur. Agt. J. E. Williams, Jr., Ch. Engr. J. W. Taylor, Elecn. N. W. Eayes, Ch. Engr. of Power Station H. M. Smith.

GENERAL OFFICE, Union Station, St. Louis, Mo.; Supt.'s office, 747 Collinsville Ave., E. St. Louis, Ill.

Date of information, Jan., 1900. z

Collinsville, Caseyville & East St. Louis Electric Railroad Co.—This company was incorporated Mar., 1899, to construct an electric railway from Collinsville to East St. Louis. Construction work has been commenced and it is expected to place the road in operation by May 1, 1900.

CAPITAL STOCK.—$20,000, to be increased to $100,000.

OFFICERS.—Pres. D. M. Browning, V. Pres. W. H. Hueckel, Sec. & Treas. Thos. F. Fekete.

INCORPORATORS.—W. G. Burroughs, Collinsville; W.H. Hueckel, Caseyville; D. M. Browning, Thomas L. Fekete and J. T. Daniel, of East St. Louis.

GENERAL OFFICE, East St. Louis, Ill.

Date of information, Jan., 1900. z

St. Louis & Belleville Suburban Electric Railway Co.—Charter and municipal franchises granted in 1897, for 50 years. Annual meeting Jan. 1st. It is reported that this company has been acquired by the St. Louis & Belleville Electric Ry. Co., of Belleville, Ill., and is to be consolidated with it under the name of the Interurban Traction Co., of St. Louis.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $350,000; dated Jan. 1, 1897, due 1919; denom. $1,000; int. payable Jan. and July, at office of St. Louis Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 23; 10 motor cars; Russell engines, Walker dynamos and motors, Jewett cars, Peckham trucks.

OFFICERS.—Pres. Fred. F. Espenschied, V. Pres. W. S. Forman, Sec. George Townsend, Treas. William S. Reed, Ch. Engr. William Moran.

DIRECTORS.—Fred. F. Espenschied, John Niemes, W. S. Forman, George Townsend, W. S. Reed.

GENERAL OFFICE, East St. Louis, Ill.

REFERENCE.—Increase of stock, Vol. XIV, Jan. '98, p. 67, description of road, Vol. XIV, July '98, p. 359 (brief); description of road, Vol. XIV, Aug. '98, p. 442 (ill.).

Date of information, Mar. 1898. z

Mississippi Valley Railway Co.—This company was incorporated in 1898 to construct two electric railways, one from East St. Louis through Venice, Madison, Granite City and East Alton to Alton, Ill., and one from East St. Louis through Collinsville and Edwardsville to Alton. In Nov., 1899, the preliminary work was well advanced,

OFFICERS.—Pres. Charles E. Carroll, Sec. & Treas. August Holthaus.

TREASURER'S OFFICE, St. Louis, Mo.

Date of information, Dec., 1899. x

EASTON, MASS.

Population in 1880, 3,902, in 1890, 4,493.

Easton Street Railway Co.—This company has been incorporated, but has not yet commenced construction of its road.

OFFICERS.—Pres. Franklin Worcester, V. Pres. Edward C. Jenney, Sec. & Treas. Edward F. Draper.

DIRECTORS.—Franklin Worcester, E. C. Jenney, E. F. Draper, G. M. Falkner, M. L. Mann, J. J. McCarthy, S. K. Kelley.

GENERAL OFFICE, 200 Summer St., Boston, Mass.

Date of information, Oct., 1899. b

EASTON, PA.

Population in 1880, 11,924, in 1890, 14,481, in 1899 (local estimate), 28,000.

Easton Consolidated Electric Co.—Chartered in 1899 for the purpose of controlling the Easton Transit Co., the Easton Palmer & Bethlehem Street Railway Co., the Phillipsburg Horse Car R. R. Co., of Phillipsburg, N. J. and the Edison Illuminating Co., of Easton. A majority interest in the capital stock of all these companies has been acquired.

CAPITAL STOCK, authorized, $1,500,000, paid in $300,000 ($10 per share); par value $50 per share.

FUNDED DEBT.—Collateral trust 5 p. c. gold bonds, authorized, $1,300,000, issued, $872,000; coupon, but may be registered; dated May 1, 1899, due 1949; int. payable May and Nov. at office of Girard Trust Co., of Philadelphia, trustee of mortgage.

OPERATION.—Nine months ending Dec. 31, 1899.

Gross receipts	$218,672
Operating expenses	124,705
Earnings from operation	93,967
Deductions from earnings.	
Taxes and interest	65,558
Net income	28,409

OFFICERS.—Pres. Wm. Hinckle Smith, Philadelphia, Sec. E. B. Maltby, Treas. A. D. Chidsey, Gen. Man. C. E. Flynn.

Date of information, Mar., 1900. x

Easton Transit Co.—Chartered June 30, 1892. Annual meeting second Tuesday in Jan. This is a consolidation, on June 30, 1892, of the Easton, South Easton & West End Passenger R. R. Co. (inc. June 1, 1866) and the Centre Square & Delaware Bridge R. R. Co. (inc. May 5, 1871). On Mar. 15, 1893, the company leased the Pennsylvania Motor Co. The company also leases the Easton & Bethlehem Transit Co., and controls the operations of the Phillipsburg (N. J.) Horse Car Co., connecting with it at the Delaware Bridge. A controlling interest in the capital stock of this company is owned by the Easton Consolidated Electric Co.

CAPITAL STOCK, authorized and issued, $300,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $300,000; dated 1892, due 1922, but subject to call at 103 and int. in 1902; denom. $200 and $500; coupon, but may be registered; int. payable Apr. and Oct., at office of Easton Trust Co., trustee of mortgage.

Debenture bonds, authorized, $150,000, issued, $17,500; int. payable Apr. and Oct.; trustee of mortgage, Easton Trust Co.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	June 30, 1899.
Gross receipts	$117,626	$126,259	$123,812	$131,758	$140,121
Operating expenses	77,539	80,669	82,475	76,848	81,719
Earns. from operation	40,087	45,590	41,337	54,910	58,402
Deduct. from earn.					
Interest	20,454	21,185	21,583	20,793	19,184
Taxes	2,973	3,299	2,570	4,710	5,956
Rentals	7,200	8,681	9,296	8,793	9,093
Pav'g & sink'g fund				10,626	3,000
Net income	9,460	12,424	7,888	9,988	21,169
Dividends paid	9,000	9,000	9,000		
To surplus account	460	3,424	*1,112	9,988	21,169
Total surp. account			11,826	21,814	37,675

Dividends in 1894, 2½ p. c.; in 1895, 1896 and 1897, 3 p. c.

*Deficit.

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1895.	Dec. 31, 1896.	Dec. 31, 1897.	Dec. 31, 1898.	June 30, 1899.
Cost of road.....		$584,399	$571,461	$564,357	$610,912
" equipment.	$691,257	84,037	84,201	84,201	88,601
Real estate.....		33,588	33,714	34,167	
Stks. and bonds of other companies.	12,285	6,285	6,285	6,285	10,030
Cash.....	4,368	4,427	6,850	12,874	11,270
Additions and betterments.....	9,173		23,141	23,141	23,141
Mat'ial & supplies.					4,221
Other assets.....		6,772		7,256	
Total	$717,084	$719,508	$725,654	$732,281	$748,175
LIABILITIES.					
Capital stock.....	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt.....	300,000	316,000	317,500	317,500	317,500
Loans.....	80,000	77,000	89,900	89,900	89,900
Bills payable.....	12,540	10,540	6,428	3,068	3,100
Profit & loss (surp).	24,544	15,968	11,826	21,813	37,675
Total.....	$717,084	$719,508	$725,654	$732,281	$748,175

PLANT AND EQUIPMENT—Miles of track (electric), 26; gauge, 5 ft. 2½ in.; 36 lb., 48 lb., 56 lb. and 68 lb. girder rail; 56 cars, of which 50 are motor cars and 6 trail cars; West. dynamos and motors, Brill, Lamokin and own cars; power rented.

OFFICERS.—Pres. J. S. Rodenbough, V. Pres. J. V. Bull, Sec. E. B. Maltby, Treas. A. D. Chidsey, Gen. Man. C. E. Flynn, Supt. & Pur. Agt. A. C. Rodenbough.

DIRECTORS.—J. S. Rodenbough, George W. Norris, W. H. Smith, S. H. Hackett, J. V. Bull, E. B. Smith, W. A. Stern.

GENERAL OFFICE, 16th and Washington Sts., Easton, Pa.

REFERENCE.—Description of road, Vol. X, Aug., '94, p. 492 (ill.); pleasure park, Vol. XIII, June, '97, p. 346.

Date of information, Feb., 1900. b z

Pennsylvania Motor Co.—Chartered Nov. 15, 1888, leased Mar. 15, 1893, to Easton Transit Co. for 99 years, at an annual rental of $3,600.

CAPITAL STOCK, authorized and issued, $120,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $60,000; dated Apr. 1, 1887, due 1947; denom. $100 and $500; int. payable Apr. and Oct., at company's office; trustee of mortgage, Lackawanna Trust & Safe Deposit Co., of Scranton.

PLANT AND EQUIPMENT—Miles of track (electric), 3.34; gauge, 5 ft. 2½ in.; 36 lb. and 56 lb. flat and T rail; 8 motor cars; West. dynamos and motors.

OFFICERS.—Pres. J. V. Bull, Sec. E. B. Maltby, Treas. A. D. Chidsey, Supt. A. C. Rodenbough.

DIRECTORS.—J. V. Bull, G. W. Norris, W. A. Stern, S. H. Hackett, J. S. Rodenbough, E. B. Smith, W. M. Davis.

Date of information, Feb., 1900. b z

Easton, Palmer & Bethlehem Street Railway Co.—This company was incorporated June, 1897, and operates an electric railway from Easton to Bethlehem. The road was placed in operation Nov. 6, 1898, and is now controlled by the Easton Consolidated Electric Co.

CAPITAL STOCK, common stock, authorized and issued, $100,000; preferred stock, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; dated Jan., 1899, due 1919; int. payable Jan. and July at office of United States Mortgage & Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; 14 motor cars.

OFFICERS.—Pres. J. S. Rodenbough, Sec. E. B. Maltby, Treas. A. D. Chidsey, Supt. H. R. Fehr, Ch. Engr. W. H. Sawin, Ch. Engr. of Power Station Erwin Judd.

DIRECTORS.—S. H. Hackett, J. V. Bull, W. A. Stern, W. H. Smith, E. B. Smith, G. W. Norris.

GENERAL OFFICE, 16th & Washington Sts., Easton, Pa.

Date of information, Feb., 1900. x

EAST WAREHAM, MASS.

Population in 1880, 2,896, in 1890, 3,451.

East Wareham, Onset Bay & Point Independence Street Railway Co.—Chartered Feb. 15, 1888.

CAPITAL STOCK, authorized, $25,000, issued, $21,400; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts.....	$6,798	$6,248	$5,643	$4,520	$4,647
Operating expenses.....	7,641	4,958	6,951	4,743	4,026
Earnings from operation.....	* 843	1,290	*1,308	*223	621
Deductions from earnings.....	495	228	47	123	74
Net income.....	*1,338	1,062	*1,354	*346	547
Dividends paid.....	642				
To surplus account.....	*1,980	*527			
Total surplus account.....	1,045	518	*837	*1,18	*636
Per cent dividends paid.....	3				

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses.....	$ 618	$ 696	$1,627	$ 272	$ 638
Main of way and bldgs.....	369	388	137	206	60
" " equipment.....	429	297	346	233	277
Transportation expenses.....	6,224	3,577	4,842	4,031	3,051
Total.....	$7,641	$4,958	$6,951	$4,743	$4,026

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried.....	50,171	47,906	36,402	28,992	31,690
Car miles run.....	12,124	12,160	13,480	9,688	9,174
Gross receipts per car mile..	$.562	$.508	$.419	$.467	$.506
Operating exps. per car mile.	.629	.410	.516	.490	.438

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.....	$14,357	$14,357	$14,357	$14,357	$14,357
" equipment.....	5,837	5,750	5,730	5,720	5,710
Other permanent invest....	2,065	1,147	1,147	1,147	1,147
Cash and current assets....	1,685	994	286	249	507
Profit and loss (deficit).....			837	1,184	636
Total.....	$23,945	$22,248	$22,357	$22,657	$22,357
LIABILITIES.					
Capital stock.....	$21,400	$21,400	$21,400	$21,400	$21,400
Current liabilities.....	1,500	331	957	1,257	957
Profit and loss (surplus)....	1,045	517			
Total.....	$23,945	$22 248	$22,357	$22,657	$22,357

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 25 lb. and 35 lb. T rail; 20 horses, 12 horse cars.

OFFICERS.—Pres. & Gen. Man. Jos. K. Nye, Treas. A. W. Kelley, Supt. F. L. Benson.

DIRECTORS.—Wm. F. Nye, Jos. K. Nye, Benj. F. Gibbs A. W. Kelley, F. L. Benson.

GENERAL OFFICE, New Bedford, Mass.

Date of information, Dec., 1899. b

EAU CLAIRE, WIS.

Population in 1880, 10,119, in 1890, 17,415.

The Chippewa Valley Electric Railroad Co.—This is the successor to the Eau Claire Street Ry., Light & Power Co., whose property was taken out of the hands of the receiver in Mar., 1897, and transferred to H. N. Bates, of Boston, as trustee. The company has rebuilt the present lines and extended them in Eau Claire and to Chippewa Falls.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 60 lb. rail; 13 motor cars; Gen. Elec. and Detroit dynamos and motors.

OFFICERS.—Pres. A. E. Appleyard, Boston, Supt. J.R. Harrigan.

GENERAL OFFICE, Eau Claire, Wis.

Date of information, May, 1899. c z

ELGIN, ILL.

Population in 1880, 8,787, in 1890, 17,823, in 1896 (school census), 22,000.

Elgin City, Carpentersville & Aurora Railway Co.—This company is a consolidation, in 1897, of the Elgin City Ry. Co. and the Carpentersville, Elgin & Aurora Ry. Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—Elgin City Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued $200,000; dated 1890, due 1907; int. payable Feb. and Aug., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Please note date of information at end of each report.

Carpentersville, Elgin & Aurora Ry. Co.'s first mortgage bonds, $100,000.

DIVIDENDS.—In 1896, 1897, 1898 and 1899, 6 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric),'31; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 28 cars, of which 25 are motor cars and 3 trail cars; 1 freight locomotive; Ball engines, Gen. Elec. dynamos and motors, Minneapolis and Pullman cars.

OFFICERS.—Pres. Wm. Grote, V. Pres. & Gen. Man. J. B. Lane, Sec. A. B. Church, Treas. E. D. Waldron, Ch. Man. of Power and Light Station C. Wuestenfeld.

DIRECTORS.—Wm. Grote, J. B. Lane, A. B. Church, E. D. Waldron, G. P. Lord, G. M. Peck, D. B. Sherwood.

Date of information, Feb., 1900. d

ELIZABETH, N. J.

Population in 1880, 28,229, in 1890, 37,764.

Elizabeth Street Railway Co.—Chartered July 13, 1887, for 999 years. Annual meeting third Wednesday in May.

CAPITAL STOCK, issued, $50,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Gross receipts	$27,099	$20,781	$16,300	$11,062	$ 9,895
Op. exp. and fixed char's	23,789	21,123	19,522	19,332	15,981
Earnings from operation	3,311	*342	*3,222	*8,270	6,086

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 5 ft. 2 in.; 38 lb. and 52 lb. Johnson girder rail; 37 horses, 13 horse cars.

OFFICERS.—Pres. F. L. Heidritter, Sec. & Treas. E. C. Woodruff, Supt. J. C. Husbands.

DIRECTORS.—F. L. Heidritter, A. Heidritter, John Kean, Louis Miller, E. C. Woodruff.

GENERAL OFFICE, foot of East Jersey St.

Date of information Jan., 1899. b x

ELMIRA, N. Y.

Population in 1880, 20,541, in 1890, 30,893.

Elmira & Horseheads Railway Co.—Chartered Apr. 15, 1870 for 50 years. Annual meeting second Tuesday in Nov. This company formerly leased the properties of the West Water Street Ry. Co. and the Maple Avenue Ry. Co., but in Apr., 1899, to cover certain legal technicalities the lines of the Elmira & Horseheads Ry. Co. and the West Water Street R. R. Co., were leased to the Maple Avenue Ry. Co. (which also see). This property is owned and operated by the Elmira Municipal Improvement Co., which also owns the water, gas and electric lighting properties of Elmira, together with the Interstate Fair Grounds, all of which properties are covered by a general mortgage to secure the issue of $1,800,000 of bonds. The Improvement Co. defaulted on its coupons in Oct., 1893, but resumed payment in Apr., 1895. Subsequent coupons have been funded. On Dec, 20, 1899, the Supreme Court vacated an injunction which for some time has prevented the sale of these properties.

CAPITAL STOCK.—Common stock, authorized, $400,000, issued $380,000, in treasury of the E. M. Imp. Co.; par value, $100 per share.

FUNDED DEBT, authorized (in 1890), $400,000. These bonds are now in treasury of Elmira Municipal Improvement Co. as part of the security for the latter's bond issue, and do not appear in balance sheet.

The following report is the statement of the combined system previous to the shifting of lease.

OPERATION.—	Years ending June 30, 1895.	June 30, 1896.	June 30, 1897.	June 30, 1898.	*10 mos.end'g Apr. 30, 1899.
Receipts from pass..	$70,567	$ 68,568	$ 62,223	$60,180	$51,884
" oth'r sources.	1,456	5,058	6,587	1,989	2,217
" total	72,023	73,626	68,810	62,169	54,101
Operating expenses.	75,162	84,943	76,990	64,164	47,415
Ern'gs from opern...	†3,139	†11,317	†8,180	†1,995	6,686
Deduct. from earnings.					
Interest					3,180
Taxes	2,415	2,505	3,884	4,162	3,468
Rentals					833
Park expenses					848
Net income	†5,554	†13,822	†12,064	‡6,157	†1,643
Total surplus acct....	†73,765	†101,538	†107,436		†24,275

*Operation figures for these 10 months cover the combined system. For operation of the same for the period from May 1 to June 30 see report of Maple Ave. Ry. Co.

†Deficit.

‡Deficit in 1898 due to large expenditures incurred in rebuilding roadbed,

OPERATING EXPENSES.

	Years ending June 30, 1895.	June 30, 1896.	June 30, 1897.	June 30, 1898.	10 mos.end'g Apr. 30, 1899.
General expenses...	$14,332	$ 8,756	$ 8,130	$ 8,410	$ 6,289
Transportation exps.	38,518	36,848	32,530	32,428	29,962
Main. of way & bldgs.	12,369	*30,983	*27,799	*13,985	4,838
" " equipment..	9,943	8,356	8,530	9,341	6,326
Total	$75,163	$84,943	$76,990	$64,164	$47,415

*A large part of this amount has been used in rebuilding the road.

STATISTICS OF TRAFFIC.

	Years ending June 30, 1896.	June 30, 1897.	June 30, 1898.	10 mos.ending Apr. 30, 1899.
Revenue pass. carried..	1,368,693	1,231,785	1,384,155	1,167,230
Transfer " " .				138,755
Car miles run	505,890	540,985	534,10	490,092
Tot'l rects. per car mile.	$.145	$.127	$.116	$.110
Op'g exps. per car mile.	.168	.142	.120	.096

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	Apr. 30, 1899.
Cost of road	$427,219	$424,661	$424,593	$421,682	$427,391
" equipment	36,471	42,685	44,860	44,628	39,794
Cash	7,332	332	401	948	
Bills receivable	680			2,037	638
Open accounts	8,971	1,375	1,908		39,241
Supplies	7,743	3,873	12,446	9,720	7,865
Profit and loss (deficit)..	73,765	101,538	107,437	123,849	24,275
Total	$562,182	$574,464	$591,645	$602,864	$539,204
LIABILITIES.					
Capital stock	$400,000	$400,000	$400,000	$380,000	$380,000
Bills payable	32,377	142,087	32,377	222,864	} 159,204
Open accounts	129,805		159,268		
Sundries		32,377			
Total	$562,182	$574,464	$591,645	$602,864	$539,204

PLANT AND EQUIPMENT.—Miles of track (electric), 16.6; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 8 horses; 34 cars, of which 29 are motor cars and 5 are trail cars; McI. & S. engines, Gen. Elec. and West. dynamos and motors, Brill, Jackson & Sharp and Stephenson cars.

OFFICERS.—Pres. Carl G. Rasmus, Sec. & Treas. John M. Diven, Gen. Man. C. F. Uebelacker, Supt. F. G. Maloney Elecn. Ernest Goodwin.

DIRECTORS.—H. D. Benner, Walter G. Oakman, Henry E. Duncan, Jr., Geo. W. Young, Thomas E. Stillman, Joseph Larocque, Joseph Periam, New York City.

GENERAL OFFICE, 212 East Water St., Elmira, N. Y.

Date of information, Feb., 1900. b c z

Maple Avenue Railway Co.—Chartered May 16, 1887. The property of this company together with that of the West Water Street Ry. Co., was formerly leased to the Elmira & Horseheads Ry. Co., but in Apr., 1899, to cover certain legal technicalities the property of the West Water Street Ry. Co., and the Elmira & Horseheads Ry. Co., was leased to this company. (See Elmira & Horseheads Ry. Co. for statement of the combined system previous to the shifting of lease.)

CAPITAL STOCK, authorized and issued, $20,000

OPERATION.—Of the combined systems for the period from May 1 to June 30, 1899.

Receipts from passengers	$ 9,759
" other sources	550
" total	10,309
Operating expenses	9,412
Earnings from operation	897
Deductions from earnings.	
Taxes	694
Park expenses	413
Net income	*210
Total surplus account	3,236

*Deficit.

BALANCE SHEET—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$13,523	Capital stock	$20,000
" " equipment	853	Cash overdrawn	2,490
Cash and current assets ..	13,787	Current liabilities	2,812
Material and supplies	3,657	Other liabilities	3,333
Other assets	.51	Profit and loss (surplus)..	2,336
Total	$31,871	Total	$31,871

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), owned 3.36, leased, 13.85, operated, 17.21; 34 (leased) cars of which 29 are motor cars and 5 trail cars.

OFFICERS AND DIRECTORS.—See Elmira & Horseheads Ry. Co.

GENERAL OFFICE.—See Elmira & Horseheads Ry. Co.

Date of information, Dec., 1899. b

The West Side Street Railroad Co.—Charter and municipal franchise granted Jan. 30, 1896, for 99 years. Annual meeting first Monday in June. This company is a consolidation (in 1896) of the West Side R. R. Co. and the East Side R. R. Co.

CAPITAL STOCK, authorized, $300,000, issued, $105,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $300,000; dated Oct. 1, 1894, due 1914; denom. $1,000, int. payable Oct. and Apr.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers...	$53,721	$63,993	$55,997	$51,364	$51,644
" other sources .	386	51	424	566	567
" total.....	54,107	64,044	56,421	51,930	52,211
Operating expenses.....	38,569	42,691	40,978	40,353	38,820
Earnings from operation ...	15,538	21,353	15,443	11,577	13,391
Deductions from earnings.					
Interest on funded debt, due and accrued.....	11,250	15,000	15,000	15,000	15,000
Taxes.....	1,007	1,914	2,323	1,878	2,356
Rentals.....		337			
Net income.....	2,944	4,439	*1,880	*5,301	*3,966
Deductions from net income.			5,828		
Surplus.....			*7,707		
Total surplus.....		13,643	5,936	635	*3,331

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses.....	$ 4,502	$ 5,260	$ 4,789	$ 4,396
Transportation expenses.....	29,770	28,410	28,394	27,327
Maintenance of way and buildings..	3,229	2,981	2,729	3,122
" " equipment.....	5,190	4,328	4,441	3,975
Total.....	$42,691	$40,978	$40,353	$38,820

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Revenue passengers carried.	1,296,812	905,809	1,078,439	1,053,917
Transfer " " .				54,823
Car miles run.....	426,928	380,237	386,353	380,412
Total receipts per car mile.	$.150	$.148	$.134	$.137
Operating exps. per car mile.	.100	.107	.104	.102

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.....	$295,345	$301,465	$304,583	$305,031	$306,153
" equipment....	107,109	107,087	107,549	108,394	108,741
Cash	10,019	10,411	4,689	2,711	2,869
Open accounts.....	3,192	5,929	4,936	4,089	
Material and supplies..	5,912	1,969	3,481	172	4,948
Other assets.....	10				532
Profit and loss (deficit)					3,331
Total.....	$421,586	$426,860	$425,238	$420,397	$426,574
LIABILITIES.					
Capital stock.....	$100,000	$105,000	$105,000	$105,000	$105,000
Funded debt.....	300,000	300,000	300,000	300,000	300,000
Int. on funded debt, due and accrued.....	3,750	3,750	3,750	8,250	14,750
Accounts payable.....	1,196	916	5,489	1,450	1,761
Loans.....	2,994	3,551	5,063	5,063	5,053
Profit and loss (surp)...	13,646	13,643	5,936	634	
Total.....	$421,586	$426,860	$425,238	$420,397	$426,574

PLANT AND EQUIPMENT.—Miles of track (electric), 9.75; gauge, 4 ft. 8½ in.; 56 lb. T rail, 75 lb. and 90 lb. girder rail; 27 cars, of which 26 are motor cars and 1 trail car; Bates-Corliss engines, Gen. Elec. dynamos and motors, Brill and Stephenson cars, Brill and Gilbert trucks.

OFFICERS.—Pres. C. M. Tompkins, Sec. P. V. Bryan, Treas. H. H. Hallock, Gen. Man. & Pur. Agt. W. W. Cole, Elecn. J. Creighton, Ch. Engr. of Power Station F. Sexton.

DIRECTORS.—C. M. Tompkins, H. H. Hallock, A. E. Ackley, M. H. Arnot, P. V. Bryan, Ray Tompkins, D. T. Pratt, Boyd McDowell, Elmira; Fred. Hallock, Binghamton.

GENERAL OFFICE, 120 East Water St., Elmira, N. Y.

REFERENCE.—Description of road, Vol. IX, Mar., '93, p. 155 (ill.).

Date of information, Feb., 1900. b z

West Water Street Railroad Co.—The property of this company, together with that of the Maple Avenue Ry. Co., was formerly leased to the Elmira & Horseheads Ry. Co., but in Apr., 1899, to cover certain legal technicalities the lines of the West Water Street R. R. Co , and the Elmira & Horseheads Ry. Co., were leased to the Maple Avenue Ry. Co. (See Elmira & Horseheads Ry. Co., for statement of the combined system previous to the changing of lease.)

OPERATION.—Included in report of the Elmira & Horseheads Ry. Co. to May 30, 1899, and of the Maple Ave. Ry. Co. from May 30, to June 30, 1899.

Date of information, Feb., 1900. c z

Elmira & Seneca Lake Railway Co.—This road runs from Elmira through Horseheads, Pine Valley, Millport, Croton and Montour Falls to Watkins, passing the famous Watkins Glen and to the shore of Seneca Lake. The capital stock of this company is controlled by the Railways Company General, of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 60 lb. T rail; 6 motor cars; 2-225 K. W. West. Generators; 600 H. P. Edgemoor boilers; Harrisburg engines; West. motors; St. Louis cars.

OFFICERS—Pres. Jno. E. Mulford, Sec. C. N. Hathaway, Treas. C. L. Hathaway, Gen. Man. Jno. B. MacAfee, Gen. Supt. D. A. Hegarty, Supt. of Road, W. S. Baldwin.

GENERAL OFFICE, 1002 Harrison Bldg., Philadelphia, Pa.

Date of information, Feb., 1900. z

EL PASO, TEX.

Population in 1880, 736, in 1890, 10,338.

El Paso & Juarez Avenue Street Railway Co.—This road is a consolidation (Feb. 1, 1892,) of the Santa Fe Street & Juarez Avenue Ry. Co. and the El Paso and Paso del Norte Street Ry. & Bridge Co., and is partly in Texas and partly in Mexico.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 35 lb. girder rail; 50 horses, 10 horse cars; Brownell cars.

OFFICERS.—Pres. Z. T. White. Sec. Supt. & Pur. Agt. A. Larmour.

GENERAL OFFICE, 411 Santa Fe St., El Paso, Tex.

Date of information, Feb., 1899. z

San Antonio & Magoffin Street Railway Co.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 30 lb. T rail; 9 horses, 3 horse cars; Stephenson cars.

OFFICERS.—Pres. J. Magoffin, Sec. Supt. & Pur. Agt. H. R. Wood.

GENERAL OFFICE, El Paso, Tex.

Date of information, Feb., 1899. z

ERIE, PA.

Population in 1880, 27,737, in 1890, 40,634, in 1896 (local estimates), 55,000.

Erie Electric Motor Co.—Chartered Oct. 8, 1888, in perpetuity. Annual meeting third Tuesday in Jan. In the year 1888 this company secured a controlling interest in the Erie City Passenger Ry. Co., and leased its lines, franchises, etc., for a period of 999 years, at a rental of 6 p. c. on its capital stock.

Capital Stock, authorized and issued, $700,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Jan. 1, 1889, due 1919; denom. $1,000; int. payable in gold Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated Jan. 1, 1892, due 1919; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Franchises.—The company operates under perpetual franchises.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from pass.....	$144,015	$158,639	$142,327	$141,231	$150,989
" other sources....	544	503	881	716	678
" total.....	144,559	159,142	143,208	141,947	151,667
Operating expenses....	112,411	126,254	109,817	105,608	116,244
Earns. from operation..	32,148	32,888	33,391	36,339	35,423
Deduct. from earnings.					
Int. on funded debt...			31,578	29,774	35,067
Taxes			2,975	2,990	2,884
Other deductions.....			1,312		
Surplus.....			*2,474	3,575	*2,528
Total surplus account..	*17,358	*13,637	*16,112	*6,755	*9,282
P.c.op.exp. to total rec'ts	77.1	79.3	76.7	74.4	76.6

*Deficit.

Please note date of information at end of each report.

Balance Sheet.—Dated June 30.

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road....	$ 479,413	$ 480,220	$ 491,752	$ 585,320	$ 587,765
" equip...	302,640	301,969	303,634	303,595	311,638
Real estate.....	73,694	73,694	78,694		
Other assets....	1,478	1,781	599		
Stock invest....	300,000	300,000	300,000	300,000	300,000
Cash.....		2,093	33	188	837
Material & sup.					5,239
Profit and loss (deficit).....	17,358	13,637	16,112	6,755	9,282
Total.....	$1,174,583	$1,173,394	$1,190,824	$1,195,858	$1,214,761
LIABILITIES.					
Capital stock.....	$700,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000
Funded debt.....	350,000	350,000	350,000	350,000	350,000
Bills payable and loans.....	124,442	123,394	140,824	145,858	164,761
Other liabilities...	141				
Total....	$1,174,583	$1,173,394	$1,190,824	$1,195,858	$1,214,761

Plant and Equipment.—Miles of main line, 18, of second track, 2, of sidings, 3, total track (electric), 23; miles of 52 lb. girder rail construction, 21, of T rail 4, of paved streets, 7; gauge, 4 ft. 8½ in.; 85 motor cars; 1,000 H. P. station plant; Gen. Elec. dynamos and motors, approximate value real estate and buildings, $200,000.

Officers.—Pres. J. S. Casement, Painesville, O.; V. Pres. J. C. Brady, Sec. & Treas. J. L. Sternberg, Supt. H. F. Wilbur.

Directors.—J. S. Casement, Painesville, O.; S. T. Everett, Cleveland; John C. Brady, Wm. W. Reed, J. L. Sternberg, Erie, Pa.

General Office, 202 State St., Erie, Pa.

Reference.—Description of road, Vol. IX, Nov. '93, p. 744 (ill.).

Date of information, July, 1899. b

Erie City Passenger Railway Co.—Chartered Mar. 1, 1867. Annual meeting first Monday in May. This road is leased to and operated by the Erie Electric Motor Co. (which see).

Capital Stock, $100,000; par value, $50 per share; all in the treasury of the Erie Electric Motor Co., which guarantees a dividend of 6 p. c. on the outstanding stock.

Funded Debt.—First mortgage 6 p. c. bonds, outstanding, $25,000; due Oct. 1, 1913; int. payable Apr. and Oct.

Officers.—Pres. Wm. W. Reed, Sec. J. L. Sternberg, Treas. Wm. Spencer.

Directors.—C. F. Allis, Louis Strueber, Max Conrad, S. A. Davenport, Geo. P. Griffith, E. W. Reed, H. F. Wilban.

Date of information, July, 1899. b

Erie Rapid Transit Co.—This road is now under construction.

CAPITAL STOCK, authorized, $300,000.

FUNDED DEBT—First mortgage 5 p. c. gold bonds, authorized, $300,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 70 lb. T rail.

OFFICERS.—Pres. E. F. Walker, V. Pres. & Treas. S. A. Walker, Sec. & Man. L. J. Chase, Ch. Engr. T. D. Howell.

GENERAL OFFICE, Erie, Pa.

PRES. & TREAS. OFFICE, Philadelphia, Pa.

Date of information, Feb., 1900. x

ESCANABA, MICH.

Population in 1880, 3,860, in 1890, 6,808, in 1896 (local estimates), about 9,000.

Escanaba Electric Street Railway Co.—Charter and municipal franchise granted March 23, 1891, for 30 years.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—None.

BALANCE SHEET.—Dated Jan. 28, 1899.

Assets.		Liabilities.	
Cost of road.....	$25,000	Capital stock.....	$50,000
Cost of equipment.....	15,000	Bills and acc'nts payable.	675
Cash.....	12		
Material and supplies....	150		
Other assets.....	9,850		
Profit and loss (deficit)....	663		
Total.....	$50,675	Total.....	$50,675

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 4 motor cars and 1 trail car; Payne engines, West. dynamos and motors, Pullman and Laclede cars.

OFFICERS.—Pres. A. R. Moore, V. Pres. & Gen. Man. A. B. Fuller, Sec. T. C. Jennings, Treas. Edward Erickson.

DIRECTORS.—A. R. Moore, J. K. Stark, J. B. Moran, M. H. Grow, Edward Erickson.

GENERAL OFFICE, Escanaba, Mich.

Date of information, Feb., 1899. z

EUGENE, ORE.

Population in 1890, 4,000.

Eugene Street Railway Co.—Municipal franchise granted Feb. 24, 1891, for 49 years.

OPERATION.—Year ending Dec. 31, 1898.

Receipts from passengers.....	$1,284
" " other sources.....	372
" total.....	1,656
Operating expenses.....	626
Earnings from operation.....	1,030
Deductions from earnings.	
Taxes.....	36
Net income.....	994

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 4 ft. 8½ in.; 16 lb. T rail; 10 horses; 4 horse cars.

OFFICERS.—Pres. Gen. Man. & Supt. A. G. Holden, Sec. Mrs. A. G. Holden, Treas. Harry M. Holden.

GENERAL OFFICE, 492 Willamette St., Eugene, Ore.

Date of information, Feb., 1899. d z

EUREKA, CAL.

Population in 1880, 2,639, in 1890, 4,858.

Eureka Street Railroad Co.—Chartered Oct. 14, 1887.

CAPITAL STOCK, $60,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in., 14 lb. and 36 lb. T and flat rail; 20 horses, 6 horse cars; Holt and N. B. & M. Ry. cars.

OFFICERS.—Pres. & Gen. Man. R. M. Fernald, Supt. J. A. Clark.

Date of information, June, 1894.

EUREKA SPRINGS, ARK.

Population in 1880, 3,984, in 1890, 3,706.

Citizens Electric Railway Co.—This company is the successor by purchase of the Eureka Springs Electric Light & Street Ry. Co., which was chartered May 1, 1891, for 99 years, and operates street railway, electric light and power, cold storage and ice plants, and also owns a pleasure park, auditorium and opera house.

CAPITAL STOCK, authorized, $50,000, issued, $30,950; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $50,000, issued, $30,000.

BALANCE SHEET.—Dated Feb. 5, 1900.

Assets.		Liabilities.	
Cost of plants and equip..	$66,574	Capital stock.....	$30,950
Cash.....	896	Funded debt.....	30,000
Materials and supplies....	476	Interest.....	449
Bills & accounts receivable	1,242	Bills and accounts payable	7,385
		Profit and loss (surplus),..	404
Total.....	$69,188	Total.....	$69,188

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 7 cars, of which 3 are motor cars and 4 trail cars; Walker dynamos and motors.

OFFICERS.—Pres. & Man. W. M. Duncan, V. Pres. A. R. Sayles, Sec. & Treas. L. P. Badger, Asst. Man. M. D. Jordan.

GENERAL OFFICE, Eureka Springs, Ark.

Date of information., Feb, 1900. z

EVANSVILLE, IND.

Population in 1880, 29,280, in 1890, 50,656.

Evansville Street Railway Co.—Chartered May, 1866, as a reorganization of the Evansville R. R. Co. In Apr., 1899, H. D. Moran was appointed receiver of this property, which is now, Feb., 1900, in the hands of a reorganization committee of the bondholders.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $1,000,000; dated Jan. 1. 1892, due 1922; int. payable Jan. and July, at Chemical National Bank, of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 27; gauge, 4 ft. 8½ in.; 60 lb. T rail; 75 cars, of which 51 are motor cars and 24 trail cars; West. engines, West. dynamos and motors, Brownell and St. Louis cars.

OFFICERS.—Receiver & Gen. Man. H. D. Moran, Sec. E. W. Raddel, Supt. John Cash, Elecn. A. H. Mann, Ch. Engr. of Power Station G. Wilson.

REORGANIZATION COMMITTEE.—Chairman A. W. Dodge, Sec. Jno. E. Bowles and Henry D. Lyman.

GENERAL OFFICE, 102 Main St., Evansville, Ind.

COMMITTEE'S OFFICE 15 Broad St., New York City.

REFERENCES.—Description of road, Vol. IX, June, '93, p. 355 (ill.); wheel practice (brief), Vol. XII, Sept., '96, p. 527.

Date of information, Feb., 1900. z

EVERETT, WASH.

Everett Railway & Electric Co.—Chartered Jan. 19, 1893.

CAPITAL STOCK, authorized, $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. girder rail; 5 motor cars; 475 H. P. engines, 450 H. P. dynamos, 500 H. P. boilers, 1-150 H. P. generator, 2-1,200 light alternating current incandescent dynamos, 3-50 light arc dynamos; Ball engines, West. and Standard dynamos, West. motors, American cars.

OFFICERS.—Pres. Gardner Colby, V. Pres. & Treas. J. B. Crooker Sec. C. N. Pinckney, Supt. Pur. Agt. Ch. Engr. & Elecn. J. Parkin.

GENERAL MANAGER'S OFFICE, Everett, Wash. President's and Secretary's Office, No. 1 Broadway, New York.

REFERENCE.—Description of road, Vol. X, Feb., '94, p. 98 (ill.).

Date of information, Feb., 1898. d z

EXETER, N. H.

Population in 1880, 3,569, in 1890, 4,284.

Exeter, Hampton & Amesbury Street Railway Co.—This company is a consolidation of the Rockingham Electric Co., the Hampton & Amesbury St. Ry. Co. and the Exeter St. Ry. Co., all New Hampshire corporations. The road of this company, when it crosses the Massachusetts State line continues under the name of Amesbury & Hampton St. Ry. Co., a Massachusetts corporation.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds issued, $90,000, dated June 1, 1897, due June 1, 1917; int. payable June and Dec.

OPERATION.—Year ending June 30,	1898.	1899.
Receipts from passengers	$27,230	$29,651
" other sources	1,793	6,918
" total	29,023	36,569
Operating expenses	19,217	29,278
Earnings from operation	9,806	7,291
Deductions from earnings.		
Interest	4,875	4,290
Net income	4,391	3,001
Dividends paid		4,500
Surplus account	4,931	3,432
Per cent. of expenses to total receipts	66.2	80.06

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.
General expenses	$ 3,285	$ 7,416
Maintenance of way and buildings	1,955	1,707
Maintenance of equipment	538	786
Transportation expenses	13,439	19,369
Total	$19,217	$29,278

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.
Passengers carried	554,849	600,150
Car miles run	159,000	175,863
Total receipts per car mile	$.182	$.202
Operating expenses per car mile	.121	.166

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road	$125,855	$170,041
Cost of equipment	39,929	28,330
Other permanent invest	45,728	43,634
Cash	4,720	2,815
Bills and accounts receivable	1,038	387
Material and supplies	500	1,500
Total	$217,770	$246,707

LIABILITIES.		
Capital stock	$100,000	$100,000
Funded debt	90,000	90,000
Bills and accounts payable	22,464	53,275
Accrued interest	375	
Profit and loss (surplus)	4,931	3 432
Total	$217,770	$246,707

PLANT AND EQUIPMENT.—Miles of track (electric), 15.45; gauge, 4 ft. 8½ in.; 11 motor cars, of which 6 are closed and 5 open; 2 snowplows; Johnson Co. motors.

OFFICERS.—Pres. William Lee (Boston, Mass.); Sec. John Templeton, Treas. Chas. E. Hollander, Auditor, Chas. E. Stanwood, Gen. Man. and Supt. A. E. McReel.

DIRECTORS.—Wm. Lee, C. E. Hollander, W. D. Lovell, W. Brown, A. E. McReel, E. R. Hastings.

GENERAL OFFICE.—Exeter, N. H.; Treas. office, 143 Federal st., Boston, Mass.

Date of information, Feb., 1899. b z

FAIRHAVEN, WASH.

Population in 1890, 4,076, in 1894, 5,076.

Northern Railway & Improvement Co.—This company is a reorganization of the Fairhaven & New Whatcom Ry. Co., which was chartered Mar. 12, 1891, for 50 years. The company leases the property of the Bellingham Bay Electric Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 18.5; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 16 motor cars; Ide engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. S J. Mitchell, Sec. & Treas. C. H. Huggins.

GENERAL OFFICE, Fairhaven, Wash.

REFERENCE.—Description of road, Vol. IX, June, '93, p. 385 (ill.).

Date of information, Mar., 1899. x

FAIRFIELD, ME.

Population in 1880, 3,044, in 1890, 3,519.

Benton & Fairfield Railway Co.—Chartered June 28, 1898. This road commenced operation Dec. 7, 1898, doing a general passenger and freight business.

CAPITAL STOCK, authorized and issued, $12,000; par value, $100 per share.

OPERATION.—Period from Dec. 7, 1898, to June 30, 1899.

Receipts from passengers	$ 680
" " other sources	1,093
" total	1,773
Operating expenses	1,683
Earnings from operation	90
Deductions from earnings.	
Interest and discount on loans	456
Net income	*366

*Deficit from operation.

BALANCE SHEET.—Dated June 30, 1899

Assets.		Liabilities.	
Cost of road	$10,919	Capital stock	$12,000
" " equipment	4,319	Loans and bills payable	16,667
Other permanent invest	4,276	Current liabilities	228
Profit and loss (deficit)	9,381		
Total	$28,895	Total	$28,895

PLANT AND EQUIPMENT.—Miles of track (electric), 2.53; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 cars, of which 1 is a motor car and 2 trail cars; West. dynamos and motors.

OFFICERS.—Pres. Chas. D. Brown, Sec. & Gen. Man. H. M. Mansfield, Treas. E. W. Heath, Supt. R. Stackpole.

DIRECTORS.—C. D. Brown, Salem, Mass.; Elisha Morgan, Springfield, Mass.; H. M. Mansfield, Fairfield, Me.; Edward W. Heath, Waterville, Me.

GENERAL OFFICE, Fairfield, Me.

Date of information, Feb., 1900. b c z

FALL RIVER, MASS.

Population in 1880, 48,961, in 1890, 74,398, in 1898 (local estimates), 97,500.

Globe Street Railway Co.—Chartered Apr. 15, 1880, in perpetuity. Municipal franchises granted in 1880. Annual meeting, third Tuesday in Nov. This company is a consolidation on Apr. 30, 1898, of the Globe Street Railway Co., and the Fall River Street Railway Co. The capital stock of this company is now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $700,000; par value, $100 per share.

Funded Debt.—$1,425,000 as follows: First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; dated Apr. 1, 1892, due, 1912, denom. $1,000; int. payable Apr. and Oct., at office of Massachusetts Loan & Trust Co., of Boston, trustee of mortgage.

5 p. c. debenture gold bonds, $550,000, coupon, but may be registered; dated July 1, 1892, due 1912; denom. $1,000; int. payable Jan. and July, at office of New York Security & Trust Co., of New York, trustee.

5 p. c. debenture gold bonds, $125,000; coupon, but may be registered; dated Mar. 1, 1894, due 1910; denom. $1,000; int. payable Mar. and Sept., at office of New York Security & Trust Co., of New York, trustee.

Please note date of information at end of each report.

Note.—The mortgage bonds may be called for payment in 1902 or thereafter at two months' notice and at a price of 105 and accrued interest.

Operation.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.†	1899.
Rects. from pass....	$268,127	$304,166	$294,444	$301,239	$320,117
" other sources.	1,659	19,355	17,592	17,489	17,044
" total.....	269,786	323,521	312,035	318,728	337,161
Operating expenses.	159,090	208,940	211,500	199,719	198,472
Erngs. from opern..	110,696	114,581	100,535	119,009	138,689
Deduc. from earns.					
Int. on bonds....	71,250	71,250	71,250	71,250	71,250
" floating debt.		1,502	2,635	2,266	1,775
Taxes.....	5,229	5,268	5,327	5,898	12,879
Other deductions.					*20,000
Net income.....	34,217	36,561	21,323	39,595	32,784
Dividends paid....	16,250	19,500	13,000	none	none
Surplus account....	17,967	17,061	8,323	*39,595	25,896
Total surplus acct..	37,261	54,323	17,646	17,242	43,138
P. c. op. exp. to total receipts.....	59.4	64.6	67.8	62.7	58.8

* During the year 1898 the sum of $40,000, and during the year 1899 $20,000 was charged to surplus account for depreciation of plant. †Including report of the Fall River Street Ry. Co., from April 30, 1898.

Dividends.—In 1890, 6 p. c.; in 1891, 3 p. c.; in 1894, 1 p. c.; in 1895, 2½ p. c.; in 1896, 3 p. c.; in 1897, 2 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses.....	$ 34,979	$ 30,059	$ 33,582	$ 26,220
Maintenance of way and bldgs.	24,336	28,119	23,085	23,134
" " equipment....	22,692	22,734	24,810	22,946
Transportation expenses.....	126,933	130,587	118,242	126,672
Total.....	$208,940	$211,500	$199,719	$198,972

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried.....	6,326,237	6,461,757	6,627,700	7,203,720
Car miles run.....	1,243,051	1,309,121	1,280,612	1,300,956
Total receipts per car mile	$.261	$.238	$.249	$.259
Oper. expens. per car mile.	.168	.162	.156	.152

Balance Sheet.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road..	$1,574,658	$1,593,275	$1,580,574	$1,622,483	$1,622,483
Cost of equip..	323,142	346,485	337,607	337,179	338,948
Other perm'nt investments.	224,123	227,233	233,257	235,021	233,818
Cash and current assets..	137	3,751	17,762	3,503	31,977
Bills and accts. receivable...	14,215	15,454		14,046	
Materials and supplies.....	1 390	1,386		936	
Other assets ..			1,047		11,800
Total	$2,137,665	$2,187,584	$2,170,247	$2,213,168	$2,239,026

LIABILITIES.					
Capital stock..	$ 650,000	$ 650,000	$ 650,000	$ 700,000	$ 700,000
Funded debt...	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000
Accrued int...	7,396	7,396	14,832	7,396	
Current liabil..					25,342
Accrued liabil.	18,008	49,497	62,769	61,152	25,546
Other liabilities		1,368		2,378	20,000
Profit and loss (surplus)....	37,261	54,323	17,646	17,242	43,138
Total.....	$2,137,665	$2,187,584	$2,170,247	$2,213,168	$2,239,026

Plant and Equipment.—Miles of track (electric), 30.52; gauge, 4 ft. 8½ in.; 45 lb. to 90 lb. tram and girder rail; 5 horses, 111 cars, of which 47 are closed and 49 are open motor cars and 15 trail cars; 1,620 H. P. station plant; McI. & S. engines, Babcock & Wilcox boilers, Gen. Elec. dynamos and motors, Shaw, Feigel, Jones, Newburyport and Stephenson cars, Bemis trucks.

Officers.—Pres. & Gen. Man. R. S. Goff, Sec. & Treas. Herbert H. Read, Supt. John H. Bowker, Ch. Engr. of Power Station, Walter Griffiths, Jr., Elecn. George W. Palmer, Jr.

Directors.—John N. Beckley, P. F. Sullivan, J. H. Goodspeed, W. Brightman, M. G. B. Swift, R. S. Goff, H. H. Read.

General Office, 784 N. Main St., Fall River, Mass.

References.—Description of road, Vol. IX, Apr., '93, p. 202 (ill.); annual report, Vol. X, Dec., '94, p. 814.

Date of information, Feb., 1900. b c z

FINDLAY, O.

Population in 1880, 4,633, in 1890, 18,553.

Findlay Street Railway Co.—Charter and municipal franchise granted Sept., 1887, for 25 years. Annual meeting second Tuesday in Jan.

CAPITAL STOCK, authorized, $200,000, issued, $150,000, in treasury, $50,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, outstanding, $106,000; int. payable at office of Central Trust & Safe Deposit Co., of Cincinnati, O.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T rail; 15 motor cars; 300 H. P. station plant; Buckeye engines, West. dynamos and motors, Laclede cars, Bemis trucks.

OFFICERS.—Pres. Geo. B. Kerper, Cincinnati, O.; V. Pres. & Treas. C. D. Kinney, York, Me.; Sec. J. A. Bope, Gen. Man. & Pur. Agt. Chas. F. Smith, Ch. Engr. of Power Station W. Nusbaum, Elecn. W. Twining.

DIRECTORS.—G. B. Kerper, J. A. Bope, Jacob Strader, C. D. Kinney, Chas. Smith.

GENERAL OFFICE, N. Main St., Findlay, O.

Date of information, Dec., 1899. d

FISHKILL, N. Y.

Population of Fishkill-on-Hudson and Matteawan about 11,000 (local estimates).

Citizens' Street Railway Co.—Chartered 1890, for 50 years. This company leases and operates the property of the Fishkill Electric Ry. Co. Annual meeting second Tuesday in July.

CAPITAL STOCK, authorized and issued, $75,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $75,000; coupon, but may be registered; dated 1892, due 1912; denom. $500; int. payable semi-annually in Apr. and Oct., at First National Bank, Fishkill-on-Hudson; trustees of mortgage, John Place, M. E. Curtiss and Thos. Judson.

OPERATION.—Year ending Dec. 31,	1896.	1897.	1898.	June 30, 1899.
Gross receipts.....	$36,356	$34,616	$33,934	$34,425
Operating expenses.....	22,169	21,025	22,107	22,870
Earnings from operation.....	14,197	13,591	11,827	11,555
Deduction from earnings.				
Interest on bonds.....	7,500	7,500	7,500	4,500
Taxes, insurance, etc.....	3,124	3,128	2,329	806
Rentals.....				3,000
Net income.....	3,573	2,963	1,998	3,248
To surplus account.....	3,573	2,963	1,998	
Total surplus account.....				10,668
P. c. op. exp. to total receipts....	60.9	60.7	65.1	

OPERATING EXPENSES.

Year ending June 30, 1899.	
General expenses.....	$ 4,472
Transportation expenses.....	13,440
Maintenance of road and buildings.....	1,183
" " equipment.....	3,775
Total.....	$22,870

STATISTICS OF TRAFFIC.

Year ending June 30, 1899.	
Passengers carried.....	695,442
Car miles run.....	193,023
Total receipts per car mile.....	$.178
Operating expenses per car mile.....	.118

BALANCE SHEET.—Dated Dec. 31, ASSETS.	1896.	1897.	1898.	June 30, 1899
Cost of road and equipment..	$151,469	$153,507	$154,407	$154,407
Cash assets.....	2,438	7,898	9,525	9,606
Open accounts.....	4,888	429	178	
Total.....	$158,795	$161,834	$164,110	$164,013
LIABILITIES.				
Capital stock.....	$ 75,000	$ 75,000	$ 75,000	$ 75,000
Funded debt.....	75,000	75,000	75,000	75,000
Interest on funded debt.....	2,670	2,655	2,700	2,700
Open accounts.....	448	539	601	645
Profit and loss (surplus).....	5,677	8,639	10,809	10,668
Total.....	$158,795	$161,834	$164,110	$164,013

PLANT AND EQUIPMENT.—Miles of track (electric), 3.25; gauge, 4 ft. 8½ in.; 45 lb. and 54 lb. T and girder rail; 15 motor cars; Fishkill Landing engines, Gen. Elec. dynamos and motors, Gilbert cars.

Please note date of information at end of each report.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. J. T. Smith, V. Pres. E. L. Tompkins, Sec. S. K. Phillips, Treas. W. H. Southard, Supt. W. E. Havens, Ch. Engr. of Power Station W. E. Blakely.

DIRECTORS.—John T. Smith, S. K. Phillips, W. J. Conklin, E. L. Tompkins, H. G. Wolcott, Bert L. Smith, W. F. Weston, John Place, C. H. Watson.

GENERAL OFFICE, Fishkill, N. Y.

Date of information, Dec., 1899. b

Fishkill Electric Railway Co.—Chartered Mar. 15, 1895, for 50 years. Municipal franchise granted Apr. 4, 1895, in perpetuity. Annual meeting second Tuesday in July. This property is leased to, and operated by the Citizens' Street Ry. Co.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, $50,000, issued, $40 000; dated July 1, 1895, due 1915; denom. $500; int. payable at office of First National Bank of Fishkill; trustees of mortgage. M. E. Curtiss, W. J. Conklin, T. S. Judsen.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 58 lb. T rail; 2 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Pur. Agt. John T. Smith, V. Pres. E. L. Tompkins, Sec. S. K. Phillips, Treas. W. H. Southard, Supt. Wm. E. Havens, Ch. Engr. W. E. Blakely.

DIRECTORS.—John T. Smith, S. K. Phillips, W. J. Conklin, E. L. Tompkins, John Place, W. F. Weston, C. H. Watson, W. H. Southard, B. L. Smith, A. Ray Smith.

GENERAL OFFICE, Matteawan, N. Y.

Date of information, Dec., 1899. b

FITCHBURG, MASS.

Population of Fitchburg and Leominster in 1880, 18,201, in 1890, 29,306.

Fitchburg & Leominster Street Railway Co.—Chartered 1886, in perpetuity. Annual meeting in Oct. This is a consolidation of the Fitchburg Street Ry. Co. and the Leominster Street Ry. Co.

CAPITAL STOCK, authorized, $500,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $150,000; dated Apr. 1, 1897, due 1917; denom. $500; int. payable Apr. and Oct., at First National Bank, of Boston; trustees of mortgage, H. I. Wallace, E. F. Belding, W. B. Tenney.

FRANCHISES.—Municipal franchises granted 1886 to 1898 in perpetuity.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from pass.	$109,975	$126,943	$133,470	$134,015	$139,949
" other sources	300	1,244	300	300	341
" total	110,275	128,187	133,770	134,315	140,290
Operating expenses	74,103	90,278	83,670	86,177	94,069
Earnings from op.	36,172	37,909	50,100	48,138	46,221
Deductions from earn.					
Interest charges	2,835	4,901	10,515	10,440	15,208
Taxes	4,132	5,761	5,670	5,656	6,250
Other deductions			8,356	6,983	4,205
Net income	29,155	27,247	25,559	25,059	20,558
Dividends paid	20,000	20,000	20,000	20,000	20,000
To surplus act	*9,155	7,247	‡5,559	‖5,059	558
Total surp. account	14,459	†14,742	15,289	17,662	18,290
Per cent. op. expenses to total receipts	67.2	70.4	62.6	64.1	67.0
Dividends paid	8	8	8	8	8

* To depreciation, etc., $8,522. † To depreciation, $6,964. ‡ To depreciation, $5,000. ‖ To depreciation, $2,000.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$18,721	$13,553	$15,165	$11,740
Maintenance of way and buildings	9,668	7,879	8,066	7,095
" " equipment	11,336	8,343	9,142	9,898
Transportation expenses	50,553	53,895	53,804	65,336
Total	$86,177	$90,278	$86,177	$94,069

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	2,148,723	2,082,032	2,178,863	2,825,880
Car miles run	631,137	661,773	671,274	778,089
Total receipts per car mile	$.203	$.202	$.199	$.180
Operating ex. per car mile	.143	.126	.128	.121

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$229,695	$254,746	$256,549	$327,000	$344,242
" equipment	59,582	70,210	83,715	93,938	104,818
Land and buildings	87,287	86,672	75,470	111,872	112,675
Other permanent invest.		500	21,389	22,347	30,531
Cash assets	2,601	15,254	5,730	3,043	4,517
Material and supplies	7,580	8,809	11,172	15,139	18,958
Total	$386,745	$436,191	$454,026	$573,339	$615,741
LIABILITIES.					
Capital stock	$250,000	$250,000	$250,000	$250,000	$250,000
Funded debt	30,000	30 000	150,000	150,000	150,000
Accrued dividends	10,000	10,000			
Notes payable	72,559	121,046	26,871	130,000	190,000
Other liabilities	9,728	10,413	11,866	25,677	7,450
Profit and loss (surplus)	14,458	14,732	15,289	17,662	18,291
Total	$386,745	$436,191	$454,026	$573,339	$615,741

PLANT AND EQUIPMENT.—Miles of track (electric), 23.69; gauge, 4 ft. 8½ in.; 42 lb. to 90 lb. T and girder rail; 50 cars, of which 22 are closed and 28 are open motor cars; 1,260 H. P. West. engines, 1,082 H. P. West. dynamos, 70 West. motors, Dillon boilers, American, Brill, Jones, Newburyport, Stephenson, Wason and Lamokin cars, Bemis trucks.

OFFICERS.—Pres. Henry A. Willis, V. Pres. Herbert I. Wallace, Clerk Charles F. Baker, Treas. Robert N. Wallis, Supt. Wesley W. Sargent.

DIRECTORS.—Henry A. Willis, Herbert I. Wallace, Arthur H. Lowe, Geo. W. Weymouth, Edgar F. Belding, Charles F. Baker, Manson D. Haws.

GENERAL OFFICE, Fitchburg, Mass.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23.

Date of information, Feb., 1900. b c z

Fitchburg & Suburban Street Railway Co.—Chartered Mar., 1898, to build an electric railway from Fitchburg to Leominster, a distance of 5 miles. This road began operation July 16, 1898.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $45,000, none yet issued; dated Oct. 1, 1898, due Oct. 1, 1918; denom. $1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

NOTE.—Bonds may be called for payment before maturity at the price of $1,050 and accrued interest. Sinking fund $500 annually, beginning 1900.

OPERATION.—	Period from July 16 to Sept. 30, 1898.	Year ending Sept. 30, 1899.
Receipts from passengers	$5,638	$22,421
" " other sources	152	175
" total	5,790	22,596
Operating expenses	3,760	16,210
Earnings from operation	2,030	6,386
Deductions from earnings	343	5,145
Net income	1,687	1,241
Total surplus account	1,687	2,928

OPERATING EXPENSES.

Year ending Sept. 30, 1899.	
General expenses	$ 2,111
Maintenance of road and buildings	747
" " equipment	591
Transportation expenses	12,761
Total	$16,210

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1899.	
Revenue passengers carried	448,425
Car miles run	138,352
Total receipts per car mile	$.163
Operating expenses per car mile	.117

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.
Cost of road	$64,580	$ 76,397
Cost of equipment	18,089	21,129
Other permanent invest.	8,326	12,976
Cash	262	79
Bills and accts. receivable	158	927
Material and supplies	600	4,137
Other assets	749	624
Total	$92,764	$116,269
LIABILITIES.		
Capital stock	$50,000	$ 50,000
Bills and accounts payable	40,776	63,341
Other liabilities	301	
Profit and loss (surplus)	1,687	2,928
Total	$92,764	$116,269

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track, electric, 5.15, gauge 4 ft. 8½ in., 58 lb. T and 75 lb. girder rail; 11 cars, of which 10 are motor cars, and 1 construction car, 1 snow plow; 200 K. W. power of station plant; West. dynamos and motors; Wason cars, Bemis trucks.

OFFICERS.—Pres. H. L. Pierce, V.Pres. J. A. Stowell, Sec. Chas. T. Foster, Treas. H. G. Lowe, Supt. H. C. Garfield.

DIRECTORS.—H. L. Pierce, H. F. Sawtelle, H. G. Lowe, Thomas O'Keefe, S. H. Amidon, H. C. Garfield.

GENERAL OFFICE, Leominster, Mass.

Date of information, Dec., 1899. b

FLINT, MICH.

Population in 1880, 8,400. in 1890, 9,800.

Michigan Street Railway Co.- Incorporated in 1899 with capital stock of $100,000, to build an electric railway within the city of Flint, from Flint to Fenton and within the village of Fenton with a branch to Atlas. The company has secured entire right of way and franchises, and surveys have been completed. Construction work on the main division of the road is to be pushed to completion, in time, if possible, to accommodate the summer traffic to Long Lake.

Date of information, Apr., 1899. x

FOND DU LAC, WIS.

Population in 1880. 13,094. in 1890, 12,024.

Fond du Lac Street Railway & Electric Co.—Incorporated in Apr., 1899, to control the street railways of Fond du Lac. In Jan., 1900, an extension to North Fond du Lac was placed in operation.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5.

OFFICERS.—Pres. & Gen. Man. T. F. Grover, Sec. & Treas. W. E. Cole.

Date of information, Feb., 1900. x

FORT MADISON, IA.

Population in 1880, 4,679, in 1890, 7,906, 1894, 10,242.

Fort Madison Street Railway Co.—Chartered Jan. 17, 1888, in perpetuity. Annual meeting June 14.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT, authorized, $25,000, issued, $23,000.

OPERATION.—The latest reports received are for the year ending Dec. 31,

	1894.	1896.
Receipts from passengers	$12,000	$13,765
" other sources		685
" total		14,450
Operating expenses	7,500	9,270
Earnings from operation	4,500	5,180
Deductions from earnings.		
Interest on bonds		1,150
Taxes and insurance		353
Net income		3,677
Dividends	4,000	
To surplus account	500	

DIVIDENDS, 2 p. c. payable June and Nov., at First National Bank, Fort Madison.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 56 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars; West. dynamos and motors, Wells & French cars.

OFFICERS.—Pres. & Gen. Man. D. A. Morrison, Sec. Chas. H. Peters, Treas. J. C. Brewster, Elecn. E. R. Mitchell.

GENERAL OFFICE, Santa Fe Ave., Fort Madison, Ia.

Date of information, Dec., 1897. d

FORT MEADE, FLA.

Population in 1880, 105, in 1890, 267, in 1894 (local estimates), 500.

Fort Meade Street Railway Co.—Chartered Jan., 1886, for 99 years. Annual meeting third Tuesday in Jan.

CAPITAL STOCK, authorized $10,000, issued, $6,000; par value, $50 per share.

FUNDED DEBT.—None.

DIVIDENDS.—In 1891, 1892, 1893 and 1894, 8 p. c.; since 1895, 7 p. c. annually.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 3 ft.; 25 lb. and 30 lb. T rail; 2 horses, 2 horse cars.

OFFICERS.—Pres. Max Reif, V. Pres. H. L. Rockner, Sec. W. H. Francis, Treas. E. O. Flood, Gen. Man. and Pur. Agt. J. G. Carter.

DIRECTORS.—L. B. Flood, Max Reif, H. L. Rockner, J. G Carter, W. H. Francis.

Date of information, Feb., 1900. z

FORT SCOTT, KAN.

Population in 1880, 5,372. in 1890, 11,946.

Citizens Railway Co.—This company is a successor to the Fort Scott Rapid Transit Co.

CAPITAL STOCK, authorized, $60,000, issued $40,000.

FUNDED DEBT, authorized, $60,000, issued $40,000.

PLANT AND EQUIPMENT.—Miles of track, 10; operated by electricity, 8.5, by horses, 1.5; gauge, 4 ft.; 35 lb. T rail; 2 horses, 12 cars, of which 6 are motor cars and 6 trail cars; Beck engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. W. C. Perry, V. Pres. & Gen. Man. W. H. Frost, Sec. & Treas. John H.Crain, Elecn. J. Tegarden.

DIRECTORS.—W. C. Perry, W. H. Frost, John H. Crain, S. F. Griggs, C. N. Voss.

GENERAL OFFICE, 11 E. Wall St.

Date of information, Jan., 1900. z

FORT SMITH, ARK.

Population in 1880, 3,099, in 1890, 11,311.

Fort Smith Traction, Light & Power Co.—Charter and municipal franchise granted in 1898 for 50 years. This company has acquired by purchase the franchises and equipment of the Fort Smith St. Railway Co.

CAPITAL STOCK, authorized, $200,000, issued, $110,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; dated Jan. 1, 1899, due Jan. 1, 1929; int. payable Jan. and July, at the office of the Mississippi Valley Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, 6; gauge, 3 ft. 6 in.; 60 lb. girder rail; Laclede cars. This company owns and operates a complete lighting plant, and holds contract to light the city for ten years. Contracts have been awarded to furnish for railway equipment, 400 H. P. boilers. 2-150 H. P. Porter-Allen engines, 2-100 K. W. West. generators, 6 motor cars, and 2 motors, 25 H. P. each.

OFFICERS.—Pres. Sam'l McLoud, V. Pres. C. H. Smith, Sec. & Gen. Man. A. N. Sicard, Treas. J. E. Foster, Ch. Engr. J. B. Goss. Elecn. L. R. Robertson.

DIRECTORS.—Sam'l McLoud, R. C. Kerens, C. H. Smith, J. E, Foster, A. N. Sicard.

GENERAL OFFICE, cor. Third and A Sts.

Date of information, Feb., 1899. z

FORT WAYNE, IND.

Population in 1880, 26,880, in 1890, 35,393.

Fort Wayne Traction Co.—This company was organized in Oct., 1899, as the successor to the Fort Wayne Consolidated Ry. Co., which was sold at foreclosure sale.

CAPITAL STOCK.—Common, $1,000,000; preferred, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 4 p. c. gold bonds, authorized, $1,500,000, issued, $1,250,000; dated Nov. 1, 1899, due 1939; int. payable May and Nov.; trustee of mortgage, the Guardian Trust Co., of Cleveland, O.

PLANT AND EQUIPMENT.—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 95 motor cars; 1,400 H. P. station plant; Gen. Elec. dynamos and motors; Stephenson, Jackson & Sharp and Brill cars.

OFFICERS.—Pres. H. P. Eells, Sec. & Treas. H. P. McIntosh, Gen. Man. A. L. Scott.

DIRECTORS.—Jno. H. Bass, G. A. Garretson, H. P. McIntosh, Jas. Parmelee, J. H. Wade. H. P. Eells, E. H. Bourne.

GENERAL OFFICE, 9 Chestnut St., Fort Wayne, Ind.

REFERENCE.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150 (ill.).

Date of information, Mar., 1900. z

FORT WORTH, TEX.

Population in 1880, 6,663, in 1890, 23,076.

The Fort Worth Street Railway Co.—Chartered 1876, for 99 years. Municipal franchise granted in 1876, for 99 years. This company purchased the property of the North Side Street R. R. Co., which was sold under foreclosure of mortgage on Nov. 20, 1894, and operates jointly with the City Ry. Co. at equal expense to each.

CAPITAL STOCK, authorized, $250,000, issued, $150,000, in treasury, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon gold bonds, authorized, $250,000, issued, $150,000, in treasury, $100,000; dated July, 1896, due Jan., 1926; int. payable Jan. and July, at office of Mercantile Trust Co., at Fort Worth or New York.

Treasury bonds may be issued for purchasing other lines or for extensions.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft.; 35 lb. and 52 lb. T rail; 21 cars, of which 19 are motor cars and 2 trail cars, 11 dummy engines; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brownell cars, Bemis and Peckham trucks.

OFFICERS.—Pres. & Treas. K. M. Van Zandt, V. Pres. Morgan Jones, Sec. W. E. Kauffman, Supt. W. P. Quigg, Ch. Engr. & Ch. Engr. of Power Station Sherman Horn, Elecn. J. E. S. Lee.

DIRECTORS.—K. M. Van Zandt, Morgan Jones, J. B. Burnside, T. A. Tidball.

GENERAL OFFICE, 409 Main St., Fort Worth, Tex.

REFERENCES.—Description of road, Vol. X, June, '94, p. 369 (ill.); Vol. X, Souv., '94, p. 46.

Date of information, Mar., 1900. x

City Railway Co.—This property is owned by Morgan Jones, and is operated jointly with the Fort Worth St. Ry. Co. at equal expense to each.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft.; 30 lb. and 35 lb. T rail; 2 horses, 16 cars, of which 14 are motor cars and 2 trail cars; Ide engines, Detroit dynamos and motors, Pullman cars; rent power.

OFFICERS.—Pres. Morgan Jones, Sec. W. E. Kauffman.

GENERAL OFFICE, 409 Main St., Fort Worth, Tex.

REFERENCES.—Description of road (brief), Vol. X, June, '94, p. 371; (very brief) Vol. X, Souv., '94, p. 47.

Date of information, Mar., 1900. x

Glenwood & Polytechnic College Street Railway Co.—This is a consolidation of the Glenwood & Polytechnic R. R. Co. and the Mistletoe Heights Street Ry. Co. This company leases the lines of the Fort Worth & Arlington Heights Street Ry. Co.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12, of which 6 are leased; gauge, 4 ft. 6 in.; 30 lb. T rail; 8 motor cars; Ideal engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. J. T. Voss, Sec. & Treas. W. Brooks, Ch. Engr. & Ch. Engr. of Power Station W. G. Clark, Elecn. W. E. Voss.

GENERAL OFFICE, Fort Worth, Tex.

REFERENCE.—Description of road (brief), Vol. X, June '94, p. 371.

Date of information, Mar., 1900. x

FRAMINGHAM, MASS.

Population in 1880, 6,235, in 1890, 9,239.

Framingham Union Street Railway Co.—Chartered in 1877.

CAPITAL STOCK, authorized, $60,000, issued, 30,000; par value, $100 per share. In Nov., 1899, it was reported that this company had been purchased by the Marlborough St. Ry. Co.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $50,000; issued $40,000; dated 1889, due 1909; int. payable Jan. and July, at office of International Trust Co., of Boston.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers...	$	$17,996	$19,311	$29,954	$31,449
" other sources.....		721	625	470	699
" total.....	18,915	18,717	19,936	30,424	32,148
Operating expenses.....	14,485	14,184	13,832	18,458	18,309
Earn. from operation.....	4,430	4,533	6,104	11,966	13,839
Deductions from earnings.					
Interest.....	2,768	2,690	2,647	3,855	6,636
Taxes.....	901	898	290	327	842
Other deductions.....	150	945			
Net income.....	611	0,000	3,167	7,783	6,361
Total surplus account.....	7,140	7,101	2,335	4,104	10,013

OPERATING EXPENSES.

Year ending Sept. 30, 1895.	1896.	1897.	1898.	1899.
General expenses.....$ 2,819	$ 2,746	$ 2,539	$ 3,947	$ 3,273
Transportation expenses. 10,017	9,537	8,979	12,578	12,506
Maint. of way and bldgs.. 519	891	1,100	700	863
" " equipment.... 1,130	1,010	1,214	1,234	1,667
Total.....$14,485	$14,184	$13,832	$18,458	$18,309

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1895.	1896.	1897.	1898.	1899.
Passengers carried.....366,474	400,120	423,676	636,673	680,140
Car miles run..... 86,212	82,073	87,106	111,966	135,332
Total recpts. per car mile $.219	$.228	$.229	$.272	$.237
Oper. expen. per car mile .168	.173	.159	,165	.135

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.....$	85,071	$ 85,071	$108,675	$110,238	$111,240
" equipment..	21,018	20,508	18,428	21,196	23,953
Cash and cur'nt as'ts	20,020	2,862	2,392	3,674	2,850
Land and buildings.	10,890	10,891	10,890	11,768	11,768
Other assets.....	1,715	1,269	450	541	742
Total.....$	120,714	$120,601	$140,835	$147,417	$150,553
LIABILITIES.					
Capital stock.....$	60,000	$ 60,000	$ 60,000	$ 30,000	$ 30,000
Funded debt.....	50,000	50,000	50,000	50,000	50,000
Other liabilities....	3,574	3,500	28,500	63,314	60,540
Profit and loss (sur.)	7,140	7,101	2,335	4,104	10,013
Total.....$	120,714	$120,601	$140,835	$147,417	$150,553

PLANT AND EQUIPMENT.—Miles of track (horse and electric), 6.83; gauge, 4 ft. 8½ in.; 30 lb. and 35 lb. T and side bearing rail; 32 horses, 21 cars, of which 9 are motor cars and 12 horse cars.

OFFICERS.—Pres. Willard B. Ferguson, Sec. & Treas. G. A. Butman, Supt. Jno. W. Sullivan.

DIRECTORS.—W. M. Butler, F. E. Gregory, G. A. Butman, W. B. Ferguson, Jas. F. Shaw.

GENERAL OFFICE, South Framingham, Mass.

REFERENCE.—Operating detail, Vol. XIV, Sept., '98, p. 484; operating detail, Vol. XIV, Sept., 98, p. 489.

Date of information, Feb., 1900. b x z

FRANKFORT, KY.

Population in 1880, 6,958, in 1890, 7,892.

Frankfort & Suburban Railway Co.—This company is the successor, by purchase, to the Capital Railway Co., which was sold in June, 1897.

CAPITAL STOCK, $10,000.

FUNDED DEBT, authorized, $40,000, issued, $30,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.25; 45 lb. and 56 lb. T rail; 5 cars, of which 4 are passenger motor cars and 1 freight motor car, Hamilton Corliss engines, Jenney dynamos, West. motors.

OFFICERS.—Pres. Chas. R. Crain, V. Pres. P. McDonald, Sec. Treas. & Gen. Man. John T. Buckley.

DIRECTORS.—C. R. Crain, W. S. Rabbits, C. C. Kirkpatrick, Springfield, O.; P. McDonald, John T. Buckley, Frankfort, Ky.

GENERAL OFFICE, Frankfort, Ky.

REFERENCE.—Description of road, Vol. X, June, '94, p. 376 (ill.).

Date of information, Feb., 1900. z

FRANKFORT, N. Y.

Population in 1880, 1,085, in 1890, 2,291, in 1899, 3,000.

Frankfort & Utica Street Railway Co.—Chartered Feb. 6, 1895. Annual meeting second Tuesday in Mar. This company projects an electric railway from Frankfort to Utica, and Frankfort to Herkimer, a distance of 12 miles, and expects to place the road in operation in 1900.

CAPITAL STOCK, authorized and issued, $70,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $70,000.

OFFICERS.—Pres. Wm. F. Lansing, Sec. Jno. D. Henderson, Treas. Jno. A. Giblin, Ch. Engr. S. E. Babcock.

DIRECTORS.—T. E. O'Shea, M. F. Griggs, Wm. F. Lansing, Thomas F. Ward, Robt. Earl, 2nd, Geo. A. May, Jno. D. Henderson, Jno. C. Giblin Jas. Conkling.

GENERAL OFFICE, Herkimer, N. Y.

Date of information, Feb., 1900. b c x

FRANKLIN, PA.

Franklin Electric Street Railway Co.—Chartered Aug. 4, 1893. Annual meeting third Thursday in Jan. On Feb. 9, 1895, this company leased the property of the Franklin & Oil City Electric Street Ry. Co., which it also operates.

CAPITAL STOCK, authorized and issued, $60,000; par value, $50 per share.

FUNDED DEBT, authorized, $50,000, issued, $2,000.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts.....	$7,812	$13,834	$13,762	$13,651	$14,436
Operating expenses.....	7,642	11,465	12,336	12,132	11,963
Earnings from operation.....	170	2,369	1,426	1,519	3,473

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.
Cost of road	$ 84,752	$84,752	$87,393
" equipment	1,000	3,861	1,904
Real estate	2,298	2,561	2,579
Pd to directors, as per report, June 30, 1895	20,800	20,800	20,800
Total	$108,850	$111,974	$112,676
LIABILITIES.			
Capital Stock	$ 60,000	$60,000	$60,000
Funded debt	2,000	2,000	2,000
Unfunded debt	43,053	44,660	49,495
Surplus	3,796	5,313	1,181
Total	$108,850	$111,974	$112,676

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, American and St. Louis cars; rent power.

OFFICERS.—Pres. & Treas. E. W. Echols, Sec. G. S. White, Supt. Pur. Agt. & Elecn. W. H. Pape.

DIRECTORS.—I. St. Clair, G. S. White, H. F. James, F. M. Allison, E. W. Echols.

GENERAL OFFICE, Franklin, Pa.

Date of information, Feb., 1900. b c z

FREDERICK CITY, MD.

Population in 1880, 8,659, in 1890, 8,193, in 1899, 10,000.

Frederick & Middletown Railway Co.—This company operates under lease the road of the Myersville & Catoctin Ry. Co.

CAPITAL STOCK, authorized, $100,000; issued, $40,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $70,000; dated Jan, 1, 1897, due 1917; denom. $1,000; coupon, but may be registered; int. payable Jan. and July at office of Maryland Trust Co., of Baltimore, Md., trustee of mortgage.

FLOATING DEBT, $10,500.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.3; gauge, 4 ft. 8½ in.; 60 lb. rail; 37 cars, of which 5 are motor cars, 2 trail cars and 30 freight cars; Gen. Elec. dynamos, 450 K. W. Walker motors, 700 H. P. Station plant, New Castle, Brill and Stephenson cars.

OFFICERS.—Pres. Geo. W. Smith, V. Pres. D. E. Kefauver, Sec. D. M. A. Sherretts, Treas. T. H. Haller, Ch. Engr. E. W. Courtney.

GENERAL OFFICE.—Frederick City, Md.

Date of information, Dec., 1899. x z

Myersville & Catoctin Railway Co.—This company has leased its road to the Frederick & Middletown Ry. Co.

PLANT AND EQUIPMENT.—Miles of track, electric, 5.5; gauge 4 ft. 8½ in.; 60 lb. rail.

OFFICERS.—Pres. Cyrus Flook, V. Pres. John C. Leatherman, Sec. Chas. Johnson, Treas. W. M. Bittle.

Date of information, Dec., 1899. x

Frederick, Thurmont & Northern Railway Co.—This company was chartered Apr. 9, 1898, and municipal franchise was granted 1899 to construct an electric railway from Frederick City to Gettysburg, Pa., and from Frederick City to Washington, D. C., about 55 miles.

CAPITAL STOCK, authorized, 150,000; issued, $60,000; par value, $50 per share.

OFFICERS.—Pres. L. V. Baughman, V. Pres. D. C. Winebrenner, Sec. Charles C. Waters, Treas. Franklin B. Smith.

DIRECTORS.—L. V. Baughman, D. C. Winebrenner, C. C. Waters, F. B. Smith, Chas. Wertheimer, Alex Ramsberg, C. E. Conell, Jno. Stoner, Chas. Shipley, E. R. Zimmerman, I. S. Annan, D. C. Walker, C. Nutt, Jno. Baumgartner, Wm. H. Hinks, L. C. Brien, T. E. R. Miller.

GENERAL OFFICE, Frederick City, Md.

Date of information, Jan., 1900. x z

FREDONIA, N. Y.

Population of Dunkirk and Fredonia in 1880, 10,120, in 1890, 12,815.

Dunkirk & Fredonia Railroad Co.—Chartered Apr. 21, 1864. Charter extended for 950 years in 1890; amended in 1891. Annual meeting third Monday in July.

CAPITAL STOCK, authorized, $150,000, issued, $116,200; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $40,000; dated July 1, 1891, due 1911; denom. $100, $500 and $1,000; int. payable Jan. and July, at Fredonia National Bank; trustee of mortgage, F. R. Green.

Second mortgage 5 p. c. coupon bonds, authorized and issued (see note) $21,000, dated July 1, 1898, due 1911, int. payable Jan. and July.

NOTE.—Second mortgage bonds were issued to cancel outstanding loans $21,000.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from passengers	$	$19,885	$18,889	$19,410	$20,419
" other sources		6,983	7,235	6,658	9,375
" total	23,965	26,868	26,123	26,068	29,794
Operating expenses	12,364	15,037	12,386	12,308	12,790
Earnings from operation	11,601	11,831	13,737	13,760	17,004
Taxes and fixed charges	6,518	4,472	4,508	4,218	5,686
Net income	5,083	7,359	9,230	9,542	11,318
Dividends paid	4,407	6,000	6,000	6,486	6,972
Other deductions				†15,000	
To surplus account	676	1,359	3,230	‡11,944	4,346
Total sur. account	9,638	10,997	14,227	2,283	6,629

†15 p. c. stock dividend.
‡Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$ 1,359	$ 1,062	$ 1,207	$ 1,023
Transportation expenses	10,299	9,561	8,535	8,433
Maintenance of way and buildings	1,873	1,001	826	2,056
" " equipment	1,506	762	1,740	1,278
Total	$15,037	$12,386	$12,308	$12,790

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	223,498	213,843	242,062	227,568
Car miles run	72,142	60,060	61,687	58,800
Total receipts per car mile	$.373	$.435	$.422	$.507
Operating expenses per car mile	.208	.206	.200	.217

DIVIDENDS.—In 1895, 1896, 1897, 1898 and 1899, 6 p. c.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$138,378	$143,979	$118,908	$119,359	$120,304
" equipment	22,276	29,640	56,249	58,240	58,785
Material and supp.				300	500
Open accounts		693	1,153	1,021	810
Other assets		530	9,944	9,594	9,650
Total	$161,832	$174,842	$186,254	$188.514	$190,049
LIABILITIES.					
Capital stock	$ 75.000	$100,000	$100,000	$116,200	$116,200
Funded debt	40,000	40,000	40,000	40,000	61,000
Int. on funded debt, due and account	11	11	11	11	
Loans	16,700	11,700	21,294	21,294	
Accts. payable, paving debt	13,440	11,635	9,830	8,025	
Overdraft at bank	6,806	499	892	701	
Other liabilities	238				6,220
Profit and loss (sur)	9,638	10,997	14,227	2,283	6,629
Total	$161,832	$174,842	$186,254	$188,514	$190,094

PLANT AND EQUIPMENT.—Miles of track (electric), 3.7; gauge, 4 ft. 8½ in.; 42 lb. and 50 lb. T and girder rail; 13 cars, of which 4 are motor cars and 9 trail cars; Dick & Church and Noye engines, Walker, Gen. Elec. and West. dynamos and motors, Brill and Briggs cars.

OFFICERS.—Pres. Frank May, Sec. Treas. Pur. Agt. & Man. Milton M. Fenner, Ch Engr. of Power Station A. Kusneske.

DIRECTORS.—Geo. Barker, Milton M. Fenner, Frank P. Fenner, Fredonia, N. Y.; Frank May, Dunkirk, N. Y.

GENERAL OFFICE, Fredonia, N. Y.

Date of information, Dec., 1899. b

FREEPORT, ILL.

Population in 1880, 8,516, in 1890, 10,189. in 1896 (local estimates), about 15,000.

Freeport General Electric Co.—Chartered Oct., 1895, as a reorganization of the Freeport Electric Co., which was sold under foreclosure of mortgage. In Mar., 1899, W. O. Johnson, Chicago, Ill., was appointed receiver of this company.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT, issued, $125,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6, gauge, 4 ft. 8½ in.; 56 lb. T rail; 1 horse, 16 cars, of which 10 are motor cars and 6 trail cars; 375 H. P. engines, 675 H. P. dynamos; Ball and Ball & Wood engines, Campbell & Zell and Babcock & Wilcox boilers, Gen. Elec. and West. dynamos, West. motors, Brill and Wells & French cars, Brill and Chicago trucks.

Please note date of information at end of each report.

OFFICERS.—Receiver, W. O. Johnson, Pres. J. C. Sibley, Sec. S. A. Megeath, Treas. Chas. Miller, Gen. Man. for Receiver, Albert Barnes, Supt. C. J. Bockbolt, Ch. Engr. of Power Station Chas. Pfeiffer.

DIRECTORS.—Joseph C. Sibley, Charles Miller, Howard Mutchler, John B. Taylor, R. S. Brown, H. J. Moogk.

GENERAL OFFICE.—Freeport, Ill.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 291.

Date of information, Dec., 1899. z

FREMONT, NEB.

Population in 1880, 3,013, in 1890, 6,747.

City Street Railway Co.

CAPITAL STOCK, $45,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 6.5; gauge, 4 ft. 8½ in.; 16 lb. to 40 lb. T rail; 24 horses, 7 horse cars.

OFFICERS.—Pres. F. Fowler, V. Pres. F. Meyer, Sec. Treas. & Gen. Man. E. N. Morse.

DIRECTORS.—F. Fowler, F. Meyer and E. N. Morse.

GENERAL OFFICE, Fremont, Neb.

Date of information, May, 1897. r

FREMONT, O.

Population in 1880, about 5,000 (local estimates), in 1890, 7,190, census. Local estimates place the present population at about 10,000.

Creager Electric Light and Power Co.—This company has been organized as the successor to the Fremont Street Ry. Co., which was sold at receiver's sale on Nov. 18, 1895, to Dr. F. Creager.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 1.5; gauge, 4 ft. 8½ in.; 40 lb. rail; 2 motor cars; 3-250 K. W. generators, Card motors, Westg. water wheels.

OFFICERS.—Pres. & Gen. Man. Dr. Frank Creager, Ch. Engr, G. Moore, Sr.. Elecn. G. Moore, Jr.

Date of information, Jan., 1900. z

Toledo, Fremont & Norwalk Electric Railway Co.—This company has been organized to construct an electric railway from Fremont to Toledo, about 65 miles, and construction work has been commenced.

OFFICERS.—Pres. S. F. Angus, V. Pres. W. B. Comstock, Sec. W. A. Comstock, Treas. A. W. Comstock.

GENERAL OFFICE, Fremont, O.

Date of information, Aug., 1899. x

FRESNO, CAL.

Population in 1880, 1,112, in 1890, 10,818.

Fresno Railroad Co.

CAPITAL STOCK, $200 000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in.; 20 lb. rail; 7 horses, 7 horse cars.

OFFICERS.—Pres. Dr. L. Leach, V. Pres. R. E. Hughes, Sec. N. I. Baldwin, Treas. L. Einstein.

Date of information, May, 1896.

Fresno, Belmont & Yosemite Railroad Co.—This road is leased to C. L. Walter.

CAPITAL STOCK, $500,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 20 lb. rail; 18 horses, 6 horse cars; Stockton cars.

OFFICERS.—Pres. T. C. White, V. Pres. H. P. Hedges, Sec. J. P. Vincent, Gen. Man. C. L. Walter.

Date of information, May, 1896.

FRYEBURG, ME.

Population in 1880, 1,633, in 1890, 1,418.

Fryeburg Horse Railroad Co.—Chartered Mar. 3, 1887, for 20 years. Municipal franchise granted July, 1887, for 20 years. Annual meeting first Tuesday in June. In March, 1897, this company was granted permission to extend its lines and equip with electricity or compressed air.

CAPITAL STOCK, authorized, $20,000, issued, $5,075; par value, $25 per share.

FUNDED DEBT.—None.

FLOATING DEBT, $627.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$709	$718	$692	$502	$614
Operating expenses	586	693	638	386	472
Earnings from operation	123	25	54	116	142
Deductions from income	103	3	107	102	103
Net income	20	22	*53	14	39
To surplus account	25	22	*6		

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
Maintenance of way and structures	$320	$151	$ 29	$ 38
" " equipment	12	15	5	38
Transportation expenses	334	473	23	396
General expenses	17		329	
Total	$693	$638	$386	$472

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$6,563	$6,492	$6,492	$6,492	$6,492
" equipment	1,113	1,182	958	958	834
" land and buildings			224	224	224
Cash	24	47			
Total	$7,700	$7,721	$7,674	$7,674	$7,550

LIABILITIES.

Capital stock	$5,075	$5,075	$5,075	$5,075	$5,075
Other liabilities	703	745	785	727	627
Profit and loss (surplus)	1,922	1,901	1,814	1,872	1,848
Total	$7,700	$7,721	$7,674	$7,674	$7,550

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 16 lb. steel T rail; 1 horse, 4 horse cars.

OFFICERS.—Pres. Freeman Hatch, Sec. Gen. Man. & Supt. Seth W. Fife, Treas. C. W. Pike.

DIRECTORS.—Freeman Hatch, Seth W. Fife, C. W. Pike, E. C. Farrington, John Locke.

GENERAL OFFICE, Fryeburg, Me.

Date of information, Feb., 1899. b c z

FULTON, N. Y.

Population of Fulton and Oswego Falls in 1880, 5,772, in 1890, 6,035.

Fulton & Oswego Falls Street Railway Co.—Chartered Sept. 21, 1885. This company was consolidated with the Oswego Street Ry. Co. in 1897, forming the Lake Ontario & Riverside Ry. Co., of Oswego (which see).

Date of information, Dec., 1899. x

GADSDEN, ALA.

Population in 1880, 1,697, in 1890, 2,901, in 1896 (local estimates), 4,770; total population served by this road in 1898 (local estimates), 12,000.

Gadsden & Attalla Union Railway Co.—Chartered Mar. 29, 1890.

CAPITAL STOCK, authorized, $200,000, issued, $150,000.

FUNDED DEBT, authorized, $200,000, issued, $150,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 11.25; gauge, 4 ft. 8½ in.; 45 lb. T rail; 16 cars, of which 12 are passenger coaches, 2 are baggage cars and 2 flat cars; 5 Baldwin engines; Brill cars.

OFFICERS.—Pres. J. M. Elliott, Jr., V. Pres. C. A. Lyerly, Sec. Treas. Gen. Man. Supt. & Pur. Agt. J. H. Wragg.

GENERAL OFFICE, 123 N. 4th St.

Date of information, Feb., 1898. z

GAINESVILLE, GA.

Population in 1880, 1,919. in 1890, 3,202, in 1899 (local estimates), 5,400.

Gainesville & Hall County Street Railroad Co.

CAPITAL STOCK, $15,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft. 8½ in.; 20 lb. crescent rail; 7 horses, 3 cars.

OFFICERS.—Pres. Sec. & Treas. H. H. Dean, V. Pres. A. D. Candler, Gen. Man. D. E. Evans.

GENERAL OFFICE, 10 Spring St., Gainesville, Ga.

Date of information, Feb., 1899. z

Please note date of information at end of each report.

GAINESVILLE, TEX.

Population in 1880, 2,667, in 1890, 6,594.

Gainesville Street Railway Co.—Chartered 1884 for 50 years.

CAPITAL STOCK, $40,000.

FUNDED DEBT.—First mortgage 7 p. c. bonds, $40,000; dated 1889, due 1909; int. payable Apr. and Oct.; trustee of mortgage, International Trust Co., of Boston.

NOTE.—The company is said to have defaulted on the interest of its mortgage bonds.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 36 lb. T rail; 16 horses, 8 horse cars.

OFFICERS.—Pres. J. M. Lindsay, Gen. Man. & Supt. G. W. Lindsay.

GENERAL OFFICE, Fort Worth, Tex.

Date of information, Feb., 1897.

GALESBURG, ILL.

Population in 1880, 11,437, in 1890, 15,264, in 1899, 22,000.

Galesburg Electric Motor & Power Co.—Chartered 1892, for 20 years. Annual meeting second Monday in July. This is a consolidation of the College City Street Ry. Co. and the Galesburg Street Car Co.

CAPITAL STOCK, authorized and issued, $210,000; par value, $100 per share.

FUNDED DEBT.—First mortgage bonds, authorized, $125,000, outstanding, $115,000; coupon, but may be registered; dated Sept. 1, 1892, due 1902; denom. $1,000; int. payable at office of Northern Trust Co., of Chicago, trustee of mortgage. Bonds may be called for payment after five years at 105 and accrued interest; $9,000 paid off.

PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 50 lb. T rail; 30 cars, of which 11 are motor cars and 19 trail cars; 400 H. P. West. engines, 1-200 K. W. generator, Frost boilers, West. dynamos and motors, American and Pullman cars, McGuire trucks.

OFFICERS.—Pres. & Gen. Man. Fred. Seacord, V. Pres. R. Chappell, Sec. & Treas. Loren Stevens, Supt. & Pur. Agt. Judd Seacord, Ch. Engr. of Power Station R. W. Whippell, Elecn. Robert Stanley.

DIRECTORS.—Robert Chappell, P. M. Johnson, G. L. Price, B. F. Arnold, W. Seacord, Fred. Seacord, J. K. Mitchell, E. N. William, Loren Stevens.

GENERAL OFFICE, 632 Main St.

Date of information, Jan., 1900. z

GALION, O.

Population in 1880, 5,635, in 1890, 6,329, in 1899, 9,500.

Ohio Central Traction Co.—This company was incorporated Apr. 20, 1899, to construct an electric railway from Bucyrus to Galion, a distance of 12 miles. C. W. Blakeslee & Son, of New Haven, Conn., have been awarded the contract for construction, the Turner Engineering Co., Bucyrus, O., for two 220-H. P. boilers, and the American Car Co., of St. Louis, Mo., for eight cars. The power house is located at Galion. The road was placed in operation Aug. 16, 1899.

CAPITAL STOCK, $225,000.

OFFICERS.—Pres. Israel A. Kelsey, Sec. R. W. Johnston, Treas. S. C. Moorehouse, Gen. Man. W. E. Haycox.

GENERAL OFFICE, Galion, O.

REFERENCE.—Vol. XV, Aug., '99, p. 531.

Date of information, Jan., 1900. z

GALLIPOLIS, O.

Population in 1880, 4,400, in 1890, 4,498.

Gallipolis & Point Pleasant Railway Co.—This company owns the property of the Gallipolis Street Ry. Co.

CAPITAL STOCK, authorized $50,000, issued, $20,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $20,000; denom. $500.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge 4 ft. 8½ in.; 60 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; 125 H. P. station plant; Gen. Elec. dynamos and motors, Barney & Smith cars and trucks.

OFFICERS.—Pres. John L. Vance, V. Pres. W. A. Mills, Sec. H. C. Johnston, Treas. W. N. Cott, Pur. Agt. F. R. Vance, Ch. Engr. & Elecn. Wm. H. Baxter.

DIRECTORS.—John L. Vance, H. C. Johnston, John L. Vance, Jr., W. A. Mills, C. O. Hunter, F. B. Everett, F. B. Sheldon.

Date of information, Feb., 1899. z

GALT, ONT.

Population in 1896 (local estimates), 8,000; total population served by this road in 1896 (local estimates), 13,500.

Galt, Preston & Hespeler Street Railway Co., Limited.—This is a combined passenger and freight road.

CAPITAL STOCK, authorized, $100,000, issued, $49,000.

FUNDED DEBT, authorized, $100,000, issued, none.

PLANT AND EQUIPMENT.—Miles of main line 9, of sidings, 2, total track (electric), 11; gauge, 4 ft. 8½ in.; 56 lb. T rail; 11 cars, of which 6 are motor cars, and 5 trail cars, 1 dummy engine; 250 H. P. station plant; Wheelock engines, West. & Gen. Elec. dynamos and motors, Taylor trucks.

OFFICERS.—Pres. H. McCulloch, V. Pres. Martin N. Todd, Sec. & Treas. W. H. Lutz, Gen. Man. J. R. Kerr.

DIRECTORS.—H. McCulloch, J. D. Moore, W. H. Lutz, Frederick Clare, J. W. Leonard, David Spiers, M. N. Todd.

GENERAL OFFICE, North Water St., Galt, Ont.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 48 (ill.).

Date of information, Feb., 1899. x z

GALVESTON, TEX.

Population in 1880, 22,248; in 1890, 29,084; in 1898 (local estimates), 64,773.

Galveston City Railroad Co.—Chartered Oct., 1867. Annual meeting second Wednesday in Jan. This is a consolidation of the People's Ry. Co. and the Gulf City Street Ry. Co. This property was placed in the hands of a receiver in Oct., 1897, and purchased at foreclosure sale on Feb. 6, 1900, by the Guaranty Trust Co., of New York.

Capital Stock, authorized and issued, $1,000,000; par value, $50 per share.

Funded Debt.—First consolidated mortgage 5 p. c. coupon gold bonds, authorized and issued, $1,000,000; dated Jan. 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. bonds, authorized and issued, $75,000, denom. $1,000; trustee of mortgage, Guaranty Trust Co., of New York.

Note.—Second mortgage bonds were issued as collateral for promissory note of $50,000.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Gross receipts	$199,133	$216,271	$212,661	$215,299	$220,820
Oper'g ex. and taxes	131,407	141,081	132,318	136,067	174,300
Earn'gs from operation	67,726	75,191	80,343	79,232	46,520
Interest charges	50,000	50,000	50,000	50,000	
Floating debt and sund's.			7,178		
Net income	17,726	25,191	23,165	29,232	
P. c. op. exp. to gr. rects.	65.9	65.2	62.2	63.2	78.5

Balance Sheet.—Dated Dec. 31,

ASSETS.	1894.	1896.	1897.	1898.
Cost road and equipment	$1,104,728	$1,337,175	$1,386,757	$1,388,804
Cash assets	18,932	113,203	22,437	38,613
Other assets	287,386		125,760	125,564
Total	$1,411,046	$1,450,378	$1,534,954	$1,552,981
LIABILITIES.				
Capital stock	$ 318,501	$ 318,501	$ 318,501	$ 318,501
Funded debt	1,000,000	1,000,000	1,000,000	1,000,000
Bills payable	12,058	73,295	76,580	75,156
Other liabilities	28,293	35,392	90,144	124,392
Profit and loss (surplus)	52,194	23,190	49,729	34,932
Total	$1,411,046	$1,450,378	$1,534,954	$1,552,981

Plant and Equipment.—Miles of track (electric), 35.9; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 76 cars, of which 64 are motor cars and 12 trail cars; Buckeye and Cooper engines, West. and Gen. Elec. dynamos and motors, Laclede and St. Louis cars, Bemis, Dupont and St. Louis trucks.

Officers.—Receiver R. B. Baer, Pres. Julius Runge, V. Pres. A. J. Walker, Sec. A. Drouilhet, Treas. J. Lobit.

Directors.—Joseph Lobit, A. J. Walker, Julius Runge, Leon Blum, A. W. Fly, Gus. Mayhoff, John Sealy.

General Office, Ave. I and 21st St., Galveston, Texas.

References.—Description of road, Vol. X, May, '94, p. 311 (ill.); Vol. X, Souv., '94, p. 43; increase of bonds, Vol. X, June, '94, p. 410.

Date of information, Feb., 1900. x

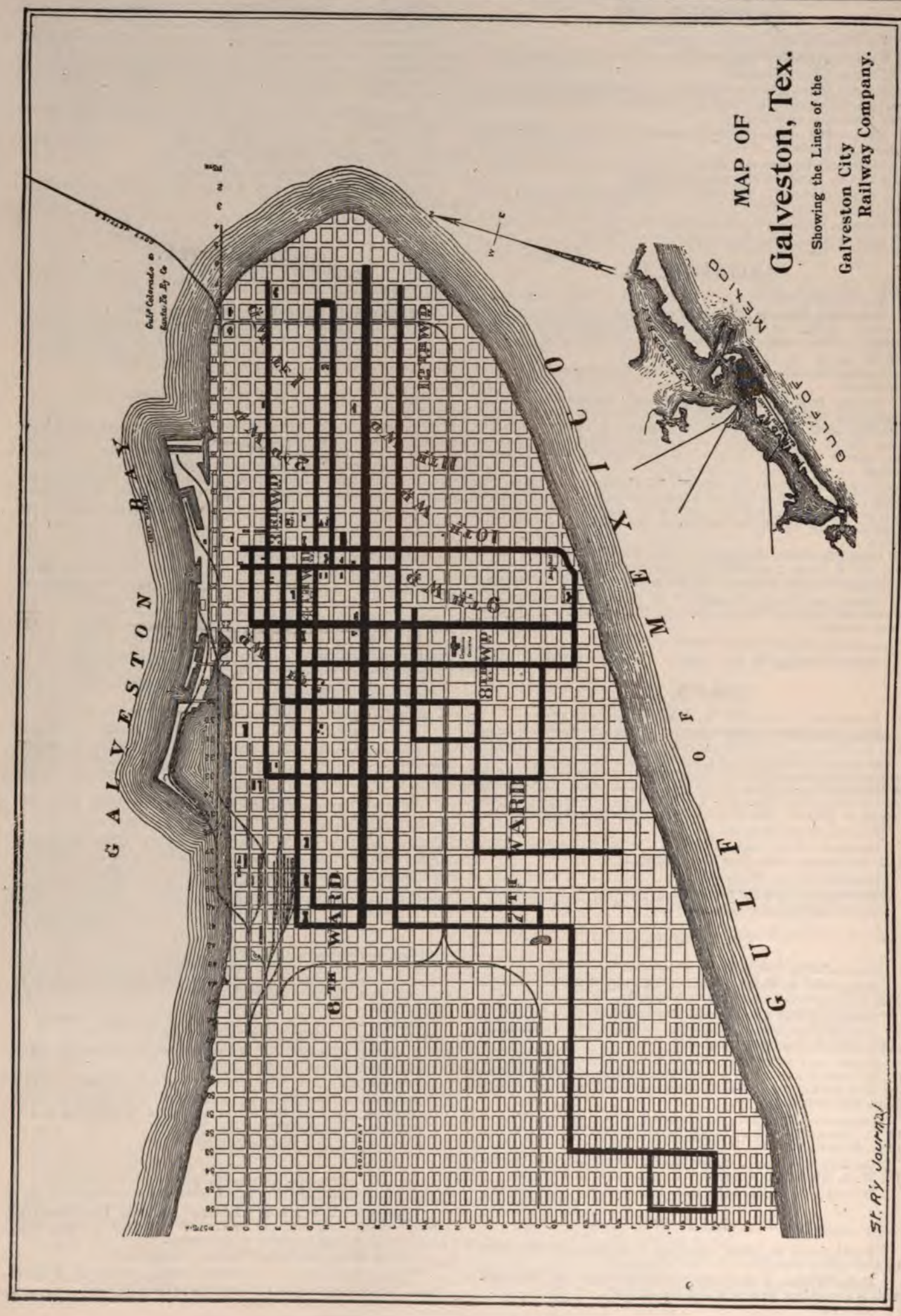
For map of road see opposite page.

GARDENVILLE, N. Y.

Buffalo, Gardenville & Ebenezer Railway Co.—Chartered June 15, 1895. This company commenced operation in Apr., 1896. Annual meeting first Saturday in September.

CAPITAL STOCK, authorized, $40,000, issued, $39,300.

FUNDED DEBT.—6 p. c. collateral notes, authorized, $25,000, issued, $22,000; dated June 22, 1898; int. payable monthly.


MAP OF
Galveston, Tex.
Showing the Lines of the
Galveston City
Railway Company.
GALVESTON BAY
GULF OF MEXICO
MEXICO
GULF
5TH WARD
6TH WARD
7TH WARD
BROADWAY
St. Ry Journal

OPERATION.	2½ mos.end'g June 30, 1896.	Year end'g June 30, 1897.	Year end'g June 30, 1898.
Gross receipts	$2,180	$9,491	$10,026
Operating expenses	3,861	8,019	8,206
Earnings from operation	*1,681	1,473	1,820
Deductions from earnings.			
Taxes		109	183
Surplus		1,364	1,637
Total surplus		1,364	3,001

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.
General expenses	$1,199	$1.130
Transportation expenses	6,156	5,254
Maintenance of way and buildings	531	1,141
" " equipment	134	681
Total	$8,019	$8,206

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.
Passengers carried	200,053	225,973
Car miles run	96,655	106,442
Total receipts per car mile	$.098	$.094
Operating expenses per car mile	.083	076

BALANCE SHEET.—Dated June 30.

ASSETS.	1896.	1897.	1898.
Cost of road	$30,421	$37,138	$54,857
" equipment	7,094	14,130	15,455
Bills receivable	2,490		
Cash		274	480
Other accounts		263	22
Material and supplies	19	247	
Profit and loss (deficit)	1,681		
Total	$41,705	$52,052	$69,814
LIABILITIES.			
Capital stock	$38,700	$38,700	$39,300
Funded debt			22,000
Loans	2,000	5,700	
Accounts payable	1,005	5,625	4,929
Salaries and supplies		663	584
Profit and loss (surplus)		1,364	3,001
Total	$41,705	$52,052	$69,814

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 cars, of which 4 are motor cars and 5 other cars; Noye engines, Gen. Elec. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. & Gen. Man. Chas. Schoepflin, V. Pres. J. L. Osgood, Sec. Samuel C. Rogers, Treas. E. H. Ballou, Ch. Engr. Robert Hill, Elecn. Frank Bailey, Track Supt. Fred. Slade.

DIRECTORS.—Charles Schoepflin, E. H. Ballou, Geo. H. Lamy, Henry C. Lein, Michael Ansteth, J. Lester Osgood, Christopher Smith, Samuel C. Rogers, Joseph Eberl, William C. Voss, Michael Callahan.

GENERAL OFFICE, Gardenville, N. Y.

REFERENCE.—Description of road, Souv., Oct. '97, p. 590.

Date of information, Apr., 1899. b z

GARDNER, MASS.

Population in 1880, 4,988, in 1890, 8,424.

Gardner Electric Street Railway Co.—This company commenced operation Sept. 29, 1894, and its properties have been purchased by the Gardner, Westminster & Fitchburg St. Ry. Co.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT, authorized, $30,000; none yet issued.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass.	$17,317	$19,045	$17,519	$17,020	$16,214
" other sources.	88	154	102	83	45
" total	17,405	19,199	17,621	17,103	16,259
Operating expenses	15,024	51,706	15,381	14,128	13,404
Earnings from oper'n	2,381	3,493	2,240	2,975	2,855
Deduct. from earnings.					
Interest	559	1,321	1,615	1,771	1,673
Taxes	779	795	795	832	829
Other deductions		766	1,637	1,215	
Net income	1,042	611	*1,807	*844	353
Dividends paid			1,250		
Surplus account			*3,057		
Total surplus account.	721	1,332	*1,724	*2,569	2,216

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 2,560	$ 2,672	$ 2,969	$ 2,697	$ 2,423
Transportation exps	10,095	9,794	9,593	9,832	9,872
Main. of way and bldgs	1,442	1,551	1,745	1,010	760
" " equipment	928	1,689	1,075	588	349
Total	$15,024	$15,706	$15,381	$14,128	$13,404

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	348,399	369,542	352,234	341,038	326,935
Car miles run	78,560	79,058	80,167	77,126	77,535
Total rects. per car mile.	$.21	$.243	$.220	$.222	$.209
Oper. exps. per car mile.	.191	.200	.192	.183	.172

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$46,322	$46,434	$46,434	$46,434	$46,434
" equipment	10,713	13,037	14,827	14,827	14,827
Other permanent prop'ty.	11,410	14,736	14,834	14,834	14,834
Cash and current assets.	444	2,032	272	641	324
Other assets	926	1,775	1,553	1,209	1,212
Profit and loss (deficit)			1,724	2,569	2,216
Total	$69,814	$78,014	$79,644	$80,514	$79,847
LIABILITIES.					
Capital stock	$50,000	$50,000	$50,000	$50,000	$50,000
Bills payable	18,395	25,992			
Current liabilities			28,947	29,799	29,129
Taxes	698	690	697	715	718
Profit and loss (surplus)	721	1,332			
Total	$69,814	$78,014	$79,644	$80,514	$79,847

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 6 motor cars; Erie engines, West. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. F. S. Coolidge, Fitchburg; V. Pres. E. F. Blodgett, Leominster; Sec. & Treas. James A. Stiles, Gardner; Gen. Man. Supt. & Pur. Agt. F. Le Noir.

DIRECTORS.—F. S. Coolidge, Fitchburg, Mass.; E. F. Blodgett, A. S. Paton, Leominster, Mass.; J. A. Stiles, M. A. Coolidge, Thos. B. Grimes.

Date of information, Feb., 1900. b z

Gardner, Westminster & Fitchburg Street Railway Co.—Part of this road was placed in operation Sept. 29, 1899, connecting Gardner and Westminster, and is to be extended to Fitchburg. This company also owns the Gardner Electric St. Ry. Co.

OFFICERS.—Pres. Frederick S. Coolidge, V. Pres. Edward F. Blodgett, Sec. & Treas. James A. Stiles, Supt. Frederick Le Noir.

DIRECTORS.—F. S. Coolidge, E. F. Blodgett, J. A. Stiles, A. S. Paton, W. S. Reed, G. R. Damon, F. S. Bolton.

GENERAL OFFICE, Westminster, Mass.

Date of information, Feb., 1900. b z

GENEVA, N. Y.

Population in 1880, 7,412, in 1890, 8,877.

Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co.—Chartered Mar. 18, 1895, as a consolidation of the Geneva Surface Ry. Co., the Geneva & Waterloo Ry. Co., the Waterloo, Seneca Falls & Cayuga Lake Ry. and the Seneca Electric Ry. This company owns the Cayuga Lake Park, which covers 50 acres of land.

CAPITAL STOCK.—Common stock, authorized and issued, $350,000; par value, $100 per share.

Preferred stock, authorized, $100,000, issued, $99,500; par value, $100 per share.

NOTE.—Original capitalization was $450,000 common stock, all of which was issued for purchase of road. In Nov., 1896, in order to reduce floating debt, the company made an arrangement by which stockholders surrendered for $10 per share, $100,000 of common stock, which was duly made into preferred stock, 100 shares of which were paid to shareholders who had surrendered common stock. 47 shares of preferred stock issued on account of construction, and the balance have been sold for cash.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $500,000, issued, $436,500; coupon, but may be registered; dated Apr. 1, 1895, due 1920; denom. $500 and $1,000; int. payable Apr. and Oct. at office of West End Trust & Safe Deposit Co., of Philadelphia, Pa., trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.
Receipts from passengers	$52,342	$60,271	$60,778	$59,856
" other sources	1,211	2,347	2,024	1,983
" total	53,553	62,618	62,802	61,839
Operating expenses	40,551	36,134	34,991	32,752
Earnings from operation	13,002	26,484	27,811	29,087
Deductions from earnings.				
Interest on funded debt	22,453	25,261	26,190	26,190
" and discount		806	872	76
Taxes	1,476	2,062	2,360	2,381
Lake Park terminal expenses.		6,277	4,368	4,207
Sundry adjustments to profit and loss			15,975	296
Net income	*10,927	*7,921	*21,954	*4,065
Total surplus account	2,984	5,464	*16,489	*20,554

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$ 7,989	$ 8,343	$ 6,756	$ 6,378
Transportation expenses	21,626	21,988	22,271	21,578
Maintenance of way and buildings.	2,257	3,025	3,089	2,334
" " equipment	8,679	2,778	2,875	2,462
Total	$40,551	$36,134	$34,991	$32,752

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Revenue pass. carried	1,242,548	1,510,661	1,335,255	1,276,014
Transfer " "				33,203
Car miles run	417,000	433,288	425,105	421,925
Total recpts. per car mile.	$.128	$.144	$.147	$.146
Oper.exps. per car mile	.097	.083	.082	.077

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$ 825,310	$801,929	$807,140	$815,689
" equipment	93,427	87,440	79,832	76,110
Bonds	109,000			
Cash	702	2,441	4,598	7,063
Open accounts	17,664	298	904	2,130
Material and supplies	674	336	528	54
Commission on bonds	39,100			
Accounts receivable		16,336		323
Profit and loss (deficit)			16,490	20,554
Total	$1,085,877	$908,780	$909,492	$921,923
LIABILITIES.				
Capital stock	$ 450,000	$371,600	$450,000	$449,500
Funded debt	500,000	431,500	436,500	436,500
Bills payable	89,824	83,809	11,955	11,900
Interest	59	6,409	6,548	19,642
Mortgage account	1,000	1,000	1,000	1,000
Wages unpaid	1,357			
Accounts payable	34,848	8,998	3,489	3,381
Profit and loss (surplus)	2,983	5,464		
Total	$1,085,877	$908,780	$909,492	$921,923

PLANT AND EQUIPMENT.—Miles of track (electric), 17.75; gauge, 4 ft. 8½ in.; 45 lb. to 70 lb. steel rail; 28 cars, of which 20 are motor cars and 8 trail cars; 700 H. P. station plant, Wetherill engines, Gen. Elec dynamos and motors, St. Louis cars, Peckham trucks.

OFFICERS.—Pres. Isaac M. Thomas, Jr., V. Pres. N. H. Becker, Sec. & Gen. Man. W. C. Gray, Supt. Howard Gray.

DIRECTORS.—J. P. Brosius, W. S. Grant, Jr., Robt. Wetherill, W. C. Gray, Chas. A. Hawley, N. H. Becker, H. A. Doan, Lewis Davis, Isaac M. Thomas.

GENERAL OFFICE, Seneca Falls, N. Y.

Date of information, Feb., 1900. b z

GEORGETOWN, KY.

Population in 1880, 2,216, in 1890, 5,864.

Georgetown Street Railroad Co.—Charter and municipal franchise granted 1888, in perpetuity. Annual meeting in Apr. This road has been converted into an electric road, and is bonded and operated in connection with the Georgetown Ice Co.

CAPITAL STOCK, authorized, $30,000, issued, $16,000.

FUNDED DEBT.—First mortgage consolidated 6 p. c. gold bonds, authorized, $60,000, issued, $14,000, in treasury, $46,000; dated 1896, due 1926; denom. $100, $500 and $1,000; int. payable Feb. and Aug., at office of Fidelity Trust & Safety Vault Co., of Louisville, Ky., trustee of mortgage, and Farmers' Bank, Georgetown.

PLANT AND EQUIPMENT.—Miles of track, 2.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 2 motor cars; Buckeye engines, 300 H. P. boilers, Card dynamos and motors, New Castle cars, Louisville trucks.

OFFICERS.—Pres. H. P. Montgomery, V. Pres. K. Stone, Supt. J. D. Grover, Ch. Engr. Sam Allen, Asst. Ch. Engr. G. W. Pick.

DIRECTORS.—H. P. Montgomery, K. Stone, H. M. Grover, Jno. G. Gaines, Jno. J. McHenry, J. D. Grover.

GENERAL OFFICE, Georgetown, Ky.

Date of information, May, 1899. c

GEORGETOWN, MASS.

Population in 1880, 2,231, in 1890, 2,117.

The Haverhill, Georgetown & Danvers Street Railway Co.—This company began operating its lines in July, 1896.

CAPITAL STOCK, authorized, $300,000, issued, $60,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $35,000, dated Mar. 1, 1899.

OPERATION.—

	3 mos. ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	1898.	1899.
Gross receipts	$7,818	$25,941	$23,993	$23,299
Operating expenses	3,535	17,353	18,076	15,817
Earnings from operation	$4,283	$8,588	$5,917	$7,482
Deductions from earnings				
Interest and discount	20	2,299	1,850	2,411
Taxes	151	924	946	948
Net income	$4,112	$5,365	$3,121	$4,123
Dividends paid	2,400	3,600		3,600
To surplus account	$1,712	$1,765	$3,121	$ 523
Total surplus account	1,712	3,476	6,597	8,171

DIVIDENDS.—In 1896, 4 p. c.; in 1897, 6 p. c.; in 1899, 6 p. c.

OPERATING EXPENSES.

	3 mos. ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	1898.	1899.
General expenses	$ 655	$ 2,914	$ 4,094	$ 3,386
Maintenance of way and bldgs.	9	790	1,210	995
" " equipment	99	797	296	748
Transportation expenses	2,772	12,852	12,476	10,688
Total	$3,535	$17,353	$18,076	$15,817

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	515,920	477,268	462,818
Car miles run	146,032	143,160	120,187
Total receipts per car mile	$.178	$.168	$.193
Operating expenses per car mile	.119	.126	.164

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$77,366	$ 80,594	$ 81,460	$ 85,993
" equipment	12,074	15,621	15,632	15,951
Land and buildings	5,148	5,394	5,479	5,529
Cash and current assets	1,807	2,630	4,511	945
Miscellaneous assets			500	700
Total	$96,395	$104,239	$107,582	$109,118
LIABILITIES.				
Capital stock	$60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt				35,000
Current liabilities	34,683	40,763	40,985	5,801
Accrued liabilities				146
Profit and loss (surplus)	1,712	3,476	6,597	8,171
Total	$96,395	$104,239	$107,582	$109,118

PLANT AND EQUIPMENT.—Miles of track (electric), 6.42; gauge, 4 ft. 8½ in.; 50 lb. T rail; 7 motor cars; Gen. Elec. dynamos and motors, Newburyport cars.

OFFICERS.—Pres. Chas. E. Barnes, Sec. E. B. Fuller, Treas. Don A. Clay, Supt. A. L. Howland.

DIRECTORS.—Chas. E. Barnes, John F. Hall, Plymouth, Mass.; Edmund B. Fuller, Don A. Clay, Wm. W. Burgess, H. B. Newton, Arthur Veasey, Haverhill, Mass.

GENERAL OFFICE, Georgetown, Mass.

TREASURER'S OFFICE, 316 Exchange Bldg., Boston, Mass.

Date of information, Feb., 1900. b z

Georgetown, Rowley & Ipswich Railway Co.—This company was incorporated in Jan., 1899, to construct an electric railway, 18 miles in length, connecting Georgetown, Rowley and Ipswich. The company has obtained franchises and rights of way and the road is under construction.

CAPITAL STOCK, authorized, $180,000, amount paid in, $90,000.

OFFICERS.—Pres. Chas. E. Barnes, V. Pres. Arthur D. Veasey, Sec. E. B. Fuller, Treas. Don A. Clay.

DIRECTORS.—Charles E. Barnes, Arthur D. Veasey, Edmund B. Fuller, Don A. Clay, Herbert B. Newton, Wm. S. Reed, Benjamin Pearson, Jr.

GENERAL OFFICE, Byfield, Mass.

TREASURER'S OFFICE, 316 Exchange Bldg., Boston, Mass.

Date of information, Feb., 1900. b z

GETTYSBURG, PA.

Population in 1880, 2,814, in 1890, 3,100.

Gettysburg Transit Co.—This company is a reorganization on Dec. 3, 1897, of the Gettysburg Electric Railway Co., which was chartered July 28, 1891. Annual meeting second Monday in Jan

CAPITAL STOCK, authorized, $200,000, issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$10,687	$3,521	$3,684	$1,060	$3,842
Operating expenses	4,071	2,006	4,872	2,078	3,316
Earnings from operation	6,616	1,515	*1,188	*1,018	526
Deductions from earnings.					
Taxes		150	278	150	156
Rentals		133	1,200		
Net income		1,232	*2,666	*1,168	370

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction	$147,458	$161,232	$161,232	$207,386	$208,888
Equipment	86,020	78,354	79,278		
Artesian well	946				
Cash		105	285	130	276
Other accounts			12,784	2,248	5,720
Accounts receivable	13,743	17,784			
Material and supplies.			119		
Profit and loss (def'ct).	61,834	50,543	65,851		
Total	$310,000	$308,018	$319,549	$209,764	$214,884
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	200,000	200,000	200,000	100,000	100,000
Floating debt	10,000		8,531	7,340	11,907
Accounts payable		8,018	11,019	2,424	2,977
Total	$310,000	$308,018	$319,549	$209,764	$214,884

PLANT AND EQUIPMENT—Miles of track (electric), 9.5; gauge 4 ft. 8½ in.; 56 lb. T rail; 6 cars, of which 3 are motor cars and 3 trail cars. Brill cars.

OFFICERS.—Pres. H. A. Sage, Sec. R. L. Morgan, Treas. J. Darlington, Gen. Man. O. S. Hertzog, Supt. P. D. W. Hankey.

DIRECTORS.—E. C. Felton, Steelton, Pa.; Henry A. Sage, Easton, Pa.; Jared Darlington, Media, Pa.; M. Riebenack, Henry A. Borell, Horace A. Doan, Philadelphia, Pa.

GENERAL OFFICE.—Gettysburg, Pa. Sec. office, 2020 Chestnut Street, Philadelphia, Pa.

Date of information, July, 1899. b

GIRARDVILLE, PA.

Population tributary to the Schuylkill Traction Co. is said to be about 75,000.

Schuylkill Traction Co.—Chartered Sept. 26, 1892, in perpetuity. Annual meeting second Monday in Jan. This is an electric road in the anthracite basin of Schuylkill County, beginning at Locustdale and running through the center street of Ashland, and thence through Holmesville and other villages to Girardville, and branching out there in a Y shape, one branch going through Lost Creek and William Penn into Shenandoah, the other branch going through Mahanoy Plane, Maizeville, Gilberton and Saint Nicholas into Mahanoy City.

LEASED ROADS.—This company leases and operates the properties of the Mahanoy City, Shenandoah, Girardville & Ashland Street Ry. Co. for 999 years from Jan. 6, 1893, and the Ashland, Locustdale & Centralia Electric Ry. Co. for 999 years from Oct. 5, 1893.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Apr. 1, 1893, due 1943; denom. $500 and $1,000; int. payable Apr. and Oct., at office of Equitable Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—First mortgage provides that after April 1, 1898, $10,000 per annum shall be passed to a sinking fund.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$90,981	$96,809	$93,444	$90,279	$85,819
Operating expenses	52,851	*56,008	55,738	53,243	52,978
Earnings from operation	38,130	40,801	37,706	37,036	32,841
Fixed charges, taxes, etc	29,770			12,036	7,841
Interest		25,000	25,000	25,000	25,000
Net income	8,360	15,801	12,706		

* Includes insurance and taxes.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.
Cost of road	$1,075,000	$1,075,000	$ 718,356
" " equipment	425,000	425,000	425,201
Other permanent investments			360,000
Cash	3,579	3,289	4,197
Open accounts	250	2,096	3,591
Material and supplies	10,285	9,694	6,104
Sundries	706		
Total	$1,514,820	$1,515,079	$1,517,449
LIABILITIES.			
Capital stock	$1,000,000	$1,000,000	$1,000,000
Funded debt	500,000	500,000	500,000
Int. on fund. debt due and accrued	6,250	6,250	6,250
Loans and accounts payable	8,569	8,829	11,199
Total	$1,514,820	$1,515,079	$1,517,449

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 50 lb. to 70 lb. T rail; 24 motor cars; West. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. Dallas Sanders, Sec. & Treas. John A. Johann, Gen. Man. E. W. Ash.

DIRECTORS.—Dallas Sanders, W. B. Gill, Herbert N. Howe, John A. Johann, Joseph T. Richards, Winthrop Smith, Wm. A. Mann.

GENERAL OFFICE.—Girardville, Schuylkill Co., Pa.

Date of information, July, 1899. b

GLENS FALLS, N. Y.

Population of Glens Falls, Sandy Hill and Fort Edward in 1880, 12,067, in 1890, 16,828, in 1898, 22,500,

Glens Falls, Sandy Hill & Fort Edward Street Railroad Co.—Chartered Sept. 28, 1885. Annual meeting third Wednesday in July.

CAPITAL STOCK, authorized and issued, $150,000, par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued $100,000; dated July 1, 1891, due 1911; denom; $500 and $1000; int. payable Jan. and July at office of the company. trustee of mortgage, Central Trust Co., of New York.

Second mortgage 6 p. c. gold coupon bonds, authorized and issued, $50,000; dated July 1, 1893, due 1913; denom. $500; int. payable Jan. and July at office of the company; trustee of mortgage, Central Trust Co., of New York.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$49,604	$53,780	$57,488	$61,537	$62,141
" " other sources	569	787	204	2,883	942
" total	50,173	54,567	57,692	64,420	63,003
Operating expenses	33,793	34,257	34,688	44,557	35,875
Earnings from operation	16,380	20,310	23,004	19,863	27,128
Deductions from earnings.					
Interest on bonds	8,160	8,238	8,162	8,250	9,000
" " notes			969	1,203	407
Taxes	1,419	1,450	1,492	1,629	2,050
Net income	6 801	10,622	12,382	8,781	15,671
Dividends paid	1,360	5,440	6,875	7,225	7,500
To surplus accoun	5,441	5,182	5,507	1,556	8,171
Total surplus accountt	*4,061	1,121	6,629	8,185	18,066

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$ 6,640	$ 6,110	$13,904	$ 6,014
Transportation expenses	14,232	18,577	19,690	19,518
Maintenance of way and buildings.	5,589	3,919	2,640	4,185
" " equipment	7,796	6,081	8,323	6,158
Total	$34,257	$34,688	$44,557	$35,875

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Revenue passengers carried	1,065,842	1,143,840	1,160,976
Transfer passengers carried			8,378
Car miles run	375 000	390,000	395,200
Total receipts per car mile	$.154	$.165	$.159
Operating expenses per car mile	.093	.110	.090

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$168,830	$169,086	$182,713	$188,145	$205,895
" equipment	95,229	99,778	115,758	121,033	122,380
Cash	4,384	5,045	6,844	6,090	5,339
Bills and acc. receivable.	1,441		50	50	478
Material and supplies	2,580		4,476	5,434	5,509
Current assets		4,748			
Other assets	250		1,389	1,431	306
Profit and loss (deficit)	4,061				
Total	$276,775	$279,257	$311,229	$322,183	$339,907
LIABILITIES.					
Capital stock	$136,000	$136,000	$139,000	$150,000	$150,000
Funded debt	136,000	136,000	136,000	150,000	150,000
Accrued interest	4,080	4,080	4,080	4,125	4,500
Bills and acc. payable	695	2,055	25,520	9,873	17,341
Profit and loss (surplus)		1,122	6,629	8,185	18,066
Total	$276,775	$279,257	$311,229	$322,183	$339,907

DIVIDENDS, in 1893, 3 p. c.; in 1895, 1 p. c.; in 1896, 4 p. c.; in 1897, 2½ p. c. on $136,000, 2½ p. c. on $139,000; in 1898 1¼ p. c. quarterly on $150,000; in 1899, 3¼ p. c. on $150,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 10 5; gauge, 4 ft. 8½ in.; 40 lb. to80 lb. T and girder rail; 20 motor cars; 450 H. P. station plant; Bates and Knowlson & Kelly engines, West. dyamos and motors, Gilbert and Jones cars, Taylor and White trucks.

OFFICERS.—Pres. J. M. Coolidge, V. Pres. L. Allen, Sec. & Treas. F. F. Pruyn, Gen. Man. H. H. Pruyn, Supt. & Pur. Agt. F. W. Kinmouth.

DIRECTORS.—J. M. Coolidge, B. B. Fowler, H. R. Leavens, Loren Allen, G. M. Ingalsbe, Samuel Pruyn, F. F. Pruyn, John B. De Long, D. S. Griffin, E. N. Sanderson, A. P. Hill, L. M. Brown, H. H. Pruyn.

GENERAL OFFICE, Glens Falls, N. Y.

REFERENCE.—Annual report, Vol. IX, Nov., '93, p. 777.

Date of information, Feb., 1900. b z

GLOUCESTER, MASS.

Population in 1880, 19,329, in 1890, 24,651.

Gloucester Street Railway Co.—Chartered Jan. 12, 1886. This company, which leased and operated the property of the Gloucester & Rockport Street Ry. Co., has been merged into the Lynn & Boston R. R. Co., its capital stock being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $180,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $60,000; dated Apr., 1, 1887, due 1907; int. payable Apr. and Oct., at American Loan & Trust Co. of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass	$62,868	$63,988	$63,087	$68,498	$71,252
" other sources	356	789	3,311	2,073	2,066
" total	63,224	64,777	66,398	70,571	73,318
Operating expenses	39,322	42,439	38,634	47,387	64,826
Earnings from operation	23,902	22,337	27,764	23,184	8,492
Deductions from earn.					
Interest	5,564	6,471	7,306	7,566	7,881
Taxes	1,649	2,183	2,224	2,251	3,783
Rentals		1,800	1,800	1,800	1,650
Net income	16,689	11,883	16,435	11,567	*4,821
Dividends paid	5,400	10,800	10,800	10,800	9,000
To surplus account	11,289	1,083	5,635	767	*13,821
Total surplus account	34,859	35,917	23,089	23,621	9,800

*Deficit.

DIVIDENDS.—in 1892-1895, 3 p. c.; in 1896, 1897, and 1898, 6 p. c.; in 1899, 5 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 4,984	$ 4,155	$ 3,593	$ 3,735	$ 4,809
Transportation expenses	26,995	30,163	28,031	28,679	31,076
Maintenance of way and bldgs	2,486	3,372	2,915	7,393	20,310
" " equipment	4,856	4,749	4,094	7,580	8,631
Total	$39,322	$42,439	$38,634	$47,387	$64,826

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	1,279,711	1,261,737	1,369,961	1,424,428
Car miles run	257,613	256,940	283,601	265,405
Total receipts per car mile	$.252	$.258	$.249	$.278
Operating exp. per car mile	.165	.150	.167	.244

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$170,640	$172,246	$171,968	$172,093	$172,118
" equipment	80,052	85,940	79,109	85,215	87,550
Land and buildings	59,844	59,844	59,633	75,464	77,306
Cash and current assets	10,500	10,192	14,782	10,607	10,927
Other assets	110	1,520	1,223	2,032	2,335
Total	$324,147	$329,742	$326,714	$345,412	$350,236
LIABILITIES.					
Capital stock	$180,000	$180,000	$180,000	$180,000	$180,000
Funded debt	60,000	60,000	60,000	60,000	60,000
Loans and bills payable		50,500	59,175	77,300	94,361
Other liabilities	49,287	3,325	4,450	4,490	6,075
Profit and loss (surplus)	34,859	35,917	23,089	23,621	9,800
Total	$324,147	$329,742	$326,714	$345,412	$350,236

PLANT AND EQUIPMENT.—Miles of track (electric), 10.75; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T and girder rail; 3 horses, 23 motor cars; Gen. Elec., and West. dynamos and motors.

OFFICERS.—Pres. Elwin C. Foster, Sec. Edwin L. Stone, Treas. Charles Williams, Supt. H. N. Pedrick.

DIRECTORS.—Elwin C. Foster, Chas. Williams, Patrick F. Sullivan, Jos. H. Goodspeed, Edwin L. Stone.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

REFERENCES.—Operating detail, Vol. XIV, Sept., '98, p. 480; operating detail, Vol. XIV, Sept., '98, p. 489; cost of electric power generation, Vol. XIV, Sept. '98, p. 492.

Date of information, Mar., 1900. b z

Gloucester, Essex & Beverly Street Railway Co.—Chartered in 1893; municipal franchises granted in 1894 and 1895; operation began Aug. 21, 1895. This company has been merged into the Gloucester St. Ry. Co., the capital stock of which is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued $125,000; dated Dec. 1, 1896, due 1916; int. payable June and Dec. at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.
Receipts from passengers	$57,149	$57,943	$58,698	$61,118
" other sources	1,115	699	337	250
" total	58,264	58,642	59,036	61,368
Operating expenses	38,531	37,494	36,397	47,304
Earnings from operation	19,733	21,148	22,639	14,064
Deductions from earnings.				
Interest	3,715	8,377	8,104	8,645
Taxes	3,866	3,438	2,939	2,777
Net income	12,152	9,332	11,596	2,642
Dividends paid, 4 p. c.	10,000	5,000	7,500	none
To surplus account	2,152	4,332	4,096	2,642
Total surplus account	8,717	1,549	3,145	5,787

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$ 6,165	$ 6,519	$ 6,668	$ 6,399
Maintenance of way and bldgs	4,213	4,997	3,276	7,179
" " equipment	3,418	1,674	3,202	4,568
Transportation expenses	24,735	24,303	23,251	29,158
Total	$38,531	$37,494	$36,397	$47,304

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	1,114,245	1,121,333	1,156,243	1,227,110
Car miles run	304,085	338,015	355,932	348,632
Total receipts per car mile	$.192	$.174	$.166	$.176
Operating exps. per car mile	.127	.111	.102	.135

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$212,944	$272,164	$275,411	$275,478	$275,630
" equipment	32,843	51,827	54,134	55,168	56,863
Power station and car barns	66,189	69,211	69,289	70,706	70,763
Cash	5,759	6,636	9,677	7,718	8,254
Current assets		3,587			
Mater'l and supps.		3,273	3,524	4,098	4,098
Total	$317,735	$406,698	$412,036	$413,167	$415,608

Please note date of information at end of each report.

LIABILITIES.	1895.	1896.	1897.	1898.	1899.
Capital Stock.....	$250,000	$250,000	$250,000	$250,000	$250,000
Funded debt.....			125,000	125,000	125,000
Current liabilities.	61,171	147,981	35,487	32,939	32,127
Accrued liabilities.				2,083	2,694
Profit & loss (surp)	6,564	8,717	1,549	3,145	5,787
Total	$317,735	$406,698	$412,036	$413,167	$415,608

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 50 lb. T and 90 lb. girder rail; 24 motor cars; 600 H. P. station plant; McIntosh & Seymour engines, Walker and Gen. Elec. dynamos and motors, Jackson & Sharp cars, Peckham trucks.

REFERENCES.—Operating detail, Vol. XIV, Sept. '98, p. 489; cost of electric power generation, Vol. XIV, Sept., '98, p. 482.

Date of information, Feb., 1900. b z

GLOVERSVILLE, N. Y.

Population of Fonda, Johnstown and Gloversville in 1880, 24,703, in 1890, 26,013.

Fonda, Johnstown & Gloversville Railroad Co.—Chartered Jan. 17, 1867. Annual meeting third Wednesday in Jan. This is a steam railroad 33 miles in length, operating from Fonda to Northville and Broadalbin.

LEASED ROADS.—The company operates the property of the Johnstown, Gloversville & Kingsboro Horse R. R. Co. under a 999 year lease, dated Nov., 1893, and in consideration therefor pays the lessor company a rental equivalent to fixed charges and a dividend of 8 p. c. on the capital stock ($50,000).

The company also operates the property of the Cayadutta Electric R. R. Co., under a lease for 999 years, and in consideration, therefor guarantees the principal and interest of the lessor's mort gage bond.

The company also operates the property of the Gloversville & Broadalbin R.R. Co., under a lease dated Aug. 1, 1895, for 999 years, the lessee to pay 5 p. c. on $30,000.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 7 p. c. bonds, authorized and issued, $300,000; dated July 1, 1870, due 1900, denom. $100, $500 and $1,000; int. payable Jan. and July, at office of Importers' & Traders' National Bank, of New York.

Consolidated mortgage 6 p. c. coupon bonds, authorized and issued, $200,000; dated Apr., 1881, due 1921; denom. $100, $500 and $1,000; int. payable Apr. and Oct. at office of Importers' & Traders' National Bank, of New York.

First consolidated refunding 4½ p. c. mortgage bonds, authorized, $700,000, issued, $150,000; dated July 1, 1897, due 1947; int. payable Jan. and July at office of the New York Security and Trust Co. of New York City, trustee of mortgage.

The company has guaranteed the principal and interest of the following bond issues of allied corporations:

Johnstown, Gloversville & Kingsboro Horse R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $50,000; dated 1893, due 1913; int. payable Jan. and July.

Cayadutta Electric R. R Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $350,000; coupon, but may be registered; Oct. 1, 1892, due 1922; denom. $1,000; int. payable Apr. and Oct. at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Including the operation of all leased companies.

Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass...	$116,556	$148,661	$114,041	$118,295	$133,239
" freight.....	138,945	125,119	117,156	123,458	143,000
" other sources	16,305	16,332	15,788	14,900	10,835
" total.....	271,806	290,112	246,985	256,653	287,074
Operating expenses..	183,729	194,689	143,425	161,622	192,389
Earnings from oper'n.	88,075	95,423	103,560	95,031	94,685
Inc. from other sr'ces.				4,601	11,994
Gr. inc. fr. all sources.				99,632	106,679
Deduc. from earn'gs.					
Interest on bonds...	33,000	33,000	33,000	38,513	38,992
" floating debt.	1,917	964	1,553	836	1,618
Taxes.....	14,388	17,628	14,834	12,990	11,361
Rentals.....	24,320	29,475	29,600	29,600	29,600
Other deductions.....			1,281		
Net income.....	14,450	14,356	23,292	17,693	25,108
Dividends paid	21,000	18.000	15,000	21,000	24,000
To surplus account...	*6,550	*3,644	8,292	*3,307	1,108
Total surplus account.	219,551	215,907	207,015	203,708	204,816
Dividends paid p. c..,	7	6	5	7	8

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road ...$	855,923	$ 855,923	$ 856,883	$ 864,106	$ 865,750
" equip..	114,166	114,166	113,666	113,666	128,839
Other perman't investments..				54,592	92,437
Current assets.	134,083	154,374	94,167	166,945	150,212
Real estate....	33,245	31,245	31,245	24,022	
Cash.....			2,657	6,741	9,785
Other assets...			79,452		
Total.....$	1,137,417	$1,155,708	$1,178,070	$1,230,072	$1,247,023
LIABILITIES.					
Cap'tal stock..$	300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000
Funded debt...	500,000	500,000	600,000	630,000	650,000
Bills payable...	55,000		52,464		57,877
Accts. " ...	47,419				
Other liabilities	15,447		18,592		22,239
Cur. liabilities.		143,853		96,364	12,091
Profit and loss (surplus).....	219,551	211,855	207,015	203,708	204,816
Total .....$	1,137,417	$1,155,708	$1,178,070	$1,230,072	$1,247,023

PLANT AND EQUIPMENT.—Miles of track, steam, 31.39, electric divisions, 25.33, total 56.72; gauge, 4 ft. 8½ in.; 56 lb. and 70 lb. T, 90 lb. Girder rail.

OFFICERS.—Pres. & Gen. Man. J. Ledlie Hees, V. Pres. G. Levor, Sec. & Treas. George M. Place, Supt. Elec. Div. C. Banker.

DIRECTORS.—James Stewart, John G. Ferres, James I. Younglove, Johnstown; J. L. Hees, Fonda; Geo. M. Place, Z. B. Whitney, R. T. McKeever, A. J. Zimmer, S. H. Shotwell, G. Levor, Erastus Darling, Gloversville; George F. Moore, Chauncey M. Depew, New York City; J. S. Friedman, Albany, N. Y.; Wm. Harris, Northville.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Feb., 1900. b z

Cayadutta Electric Railroad Co.—This is now the electric division of the Fonda, Johnstown & Gloversville R. R. Co. Chartered Feb. 27, 1892, and leased May 1, 1894, to Fonda, Johnstown & Gloversville R. R. Co. for a rental equivalent to the net earnings of the lessor. Lessee guarantees principal and interest of bonds, and agrees to pay to lessor net earnings up to 4 p. c. on capital stock per year. Annual meeting Sept. 19.

CAPITAL STOCK, authorized, $350,000, issued, $335,210.

FUNDED DEBT, $350,000. (See Fonda, Johnstown & Gloversville R. R. Co.)

OPERATION.—Included in report of Fonda, Johnstown & Gloversville.

PLANT AND EQUIPMENT.—Miles of track (electric),25.33; gauge,4 ft. 8½ in.; 51½ lb. and 80 lb. girder and T rail; 27 cars, of which 20 are motor cars and 7 trail cars; Russell engines, Gen. Elec., West. dynamos and motors, Brill and Gilbert cars.

OFFICERS.—Same as Fonda, Johnstown & Gloversville R. R. Co.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Feb., 1900. b z

Mountain Lake Electric Railroad Co.—This company was chartered to build an electric railway from Gloversville to Mountain Lake, a distance of 5½ miles. Annual meeting in Mar. This road is expected to be in operation in Aug., 1900.

CAPITAL STOCK, authorized, $60,000, issued, $7,900; par value, $100 per share.

OFFICERS.—Pres. Samuel Elmer, V. Pres. James G. Haggart, Sec. Atty. & Treas. William E. Keith, Supt. Alfred J. Keith.

DIRECTORS.—James G. Haggart, Samuel Elmer, William E. Keith, G oversville, N. Y.; Albert J. Keith, Oldtown, Me.; John M. Marvin, New Haven, Conn.; Theodore Schiess, Brooklyn, N. Y.; Howard Haggart, Park Haggart, Leslie A. Buzzell.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Dec., 1899. b

GRAND HAVEN, MICH.

Population in 1880, 4,862, in 1890, 5,023.

Grand Haven Street Railway Co.

CAPITAL STOCK, $25,000.

OPERATION.—The latest report received is for the year ending Dec. 31, 1895.

Gross receipts.....	$2,576
Operating expenses.....	1,284
Earnings from operation.....	1,292

PLANT AND EQUIPMENT.—Miles of track, 2.

Date of information, Jan., 1896.

Please note date of information at end of each report.

GRAND ISLAND, NEB.

Population in 1880, 2,963, in 1890, 7,536.

Street Railway of Grand Island.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 7; gauge, 4 ft. 6 in.; 20 lb. and 30 lb. T rail; 40 horses, 7 horse cars; Waterloo cars.

OFFICERS.—Pres. H. J. Joehnk, V. Pres. Treas. & Gen. Man. H. C. Joehnk, Sec. H. T. J. Fuehrman.

Date of information, Mar., 1900. x

GRAND JUNCTION, COL.

Population in 1890, 2,030, in 1897, 4,500.

Grand Junction Street Railway Co.

CAPITAL STOCK, authorized, $100,000, issued, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.75; gauge, 3 ft.; 30 lb. T rail; 2 horses, 2 cars.

OFFICERS.—Pres. Gen. Man. & Supt. T. B. Crawford, V. Pres. Orson Adams, Sec. & Treas. Rea G. Crawford.

Date of information, Jan., 1900. z

GRAND RAPIDS, MICH.

Population in 1880, 32,016; in 1890, 60,278; in 1897 (local estimates), 100,000.

Consolidated Street Railway Co. of Grand Rapids.—Chartered, 1891; franchises granted Apr. 24, 1891, for 30 years. Annual meeting second Saturday in Apr. This is a consolidation of the Street Ry. Co. of Grand Rapids, and the Valley City Street & Cable Ry. Co. The company owns and operates the entire street railway system of Grand Rapids.

Capital Stock.—Common stock, authorized, $3,000,000, issued, $1,500,000; par value, $100 per share.

Preferred stock, $1,230,000.

Funded Debt.—First mortgage, 5 p. c. gold bonds, authorized, $3,000,000, outstanding, $1,200,000; dated Aug. 1, 1891, due 1916; int. payable Feb. and Aug.

Street Ry. Co.'s first mortgage 6 p. c. bonds, issued, $600,000; dated June 1, 1897, due 1912.

North Park Street Ry. Co.'s first mortgage 5 p. c. bonds, authorized, $75,000, outstanding, $50,000; dated July 1, 1894, due, 1914.

Plant and Equipment.—Miles of track (electric), 50; gauge, 4 ft. 8½ in.; 66 lb. to 80 lb. girder and T rail; 4 horses, 180 cars, of which 140 are motor cars and 40 trail cars; 2,000 H. P. Allis, Corliss and Wheelock engines, Westg. and Edison dynamos, Gen. Elec. motors, Pullman, Brill, St. Louis, Brownell, Ellis and own cars.

Officers.—Pres. Gen. Man. & Pur. Agt. G. S. Johnson, V. Pres. D. M. Cummings, Sec. & Treas. O. S. Gaither, Asst. Sec. & Treas. B. S. Hanchett, Jr., Supt. D. Campbell, Ch. Engr. of Power Station B. Mayer, Mast. Mech. W. W. Annable.

Directors.—D. M. Cummings, O. S. Gaither, V. Shaw Kennedy, B. S. Hanchett, Jr., J. Kleinhans, G. S. Johnson.

General Office, Lyon St.

References.—Description of power plant, Vol. VIII, June, '92, p. 373; operating detail, Vol. XII, Aug., '96, p. 476; description of parks (brief), Vol. XIII, Mar., '97, p. 149.

Date of information, Jan., 1900. z

For map of road, see page 105.

South Grand Rapids Street Railway Co.—Municipal franchise granted 1889, for 30 years. Annual meeting Nov. 1.

Capital Stock, $8,900.

Funded Debt.—None.

Plant.—Miles of track, (horse,) 1.75; gauge, 4 ft. 8½ in.; 30 lb. rail.

Officers.—Pres. Chas. Fox, Sec. & Treas. P. T. Cook.

Directors.—Chas. Fox, A. V. Mann, C. T. Hills, P. T. Cook.

Date of information, Jan., 1900. z

GREAT FALLS, MONT.

Population in 1890, 3,979, in 1896 (census), 11,300.

Great Falls Street Railway Co.—Chartered Apr., 1890, for 20 years.

CAPITAL STOCK, authorized, $200,000, issued $100,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized $500,000; issued, $246,500; dated June 1, 1891, due 1905; int. payable June and Dec., at office of Massachusetts Loan & Trust Co., of Boston, Mass., trustee of mortgage.

FRANCHISES.—Municipal franchises granted in 1890, expire in 1910.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.
Receipts from passengers.....	$26,205	$26,091	$23,885	$26,275
" other sources.....	545		165	204
" total	26,650	26,091	24,050	26,479
Operating expenses, incl'g taxes.	*28,126	23,523	23,756	26,373
Earnings from operation.....	†1,476	2,568	294	106

* Includes $3,700 for paving. † Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.66; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail: 11 cars, of which 7 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Northern cars, McGuire trucks; rent power.

OFFICERS.—Receiver W. D. Dickinson, Pres. A. S. Bigelow, Boston; V. Pres. L. Lewisohn, New York; Sec. & Treas. G. L. Nelson, Boston; Ch. Engr. of Power Station, G. H. Jay.

REFERENCE.—Description of road, Vol. IX, Apr., '93, p. 251 (ill).

Date of information, Mar., 1899. c

GREEN BAY, WIS.

Population in 1880, 7,464, in 1890, 9,069, in 1895, 19,082.

Fox River Electric Railway Co.—This road commenced operation July, 1894. The road was placed in the hands of receivers in Jan., 1898, and was sold at receiver's sale, Jan., 1899, to the representatives of a new company, but new officers have not yet been elected.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $300,000, issued, $130,000, in treasury, $170,000; coupon, but may be registered; dated Mar. 1894, due Jan. 1924; denom. $500 and $1,000; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 14.5; gauge, 4 ft. 8½ in.; 45 lb. and 78 lb. girder and T rail; 19 cars, of which 11 are motor cars and 8 trail cars; Ball & Wood engines, West. Gen. Elec. and Detroit dynamos, West. motors, Brill, St. Louis, and Jackson & Sharp cars, McGuire trucks.

OFFICERS.—Receivers Mitchell Joannes, Green Bay, Wis., Thomas W. Spence, Milwaukee, Wis.; Supt. C. F. Goodrich, Ch. Engr. of Power Station E. Rasmussen,

GENERAL OFFICE, 320 So. Washington St., Green Bay, Wis.

Date of information, Feb., 1899. z

GREENFIELD, MASS.

Population in 1880, 3,903, in 1890, 5,252.

Greenfield & Turner's Falls Street Railway Co.—Chartered Apr. 15, 1895. This road was placed in operation June 24, 1895. On June 1, 1896, this company purchased the property and franchises of the Montague Street Ry. Co.

CAPITAL STOCK, authorized and issued, *$100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $94,000; dated June 1, 1896, due 1916; denom. $500 and $1,000; int. payable June and Dec., at office of Beacon Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage, which was originally $100,000, provides that $2,000, with premium, shall be paid annually from 1897 to 1915, inclusive.

*Increased to $130,000, July, 1899.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.
Receipts from passengers..	$33,400	$32,843	$33,678	$36,191
" other sources.....	1,457	409	907	872
" total.....	34,857	33,252	34,585	37,063
Operating expenses.....	19,111	19,763	22,069	22,395
Earnings from operation...	15,746	13,489	12,516	14,668
Deductions from earnings.				
Interest on funded debt...		4,250	4,900	4,800
" " floating debt...	6,124	4,220	886	1,122
Taxes.....	393	1,397	1,440	1,878
Net income.....	9,229	3,622	5,291	6,868
Dividends paid.....	5,200	8,000	4,000	4,000
To surplus account.....	4,029	*4,378	1,291	2,868
Total surplus account.....	9,623	5,244	6,535	9,403
P.c. op. exp.to total receipts.	55	59.4	63.8	

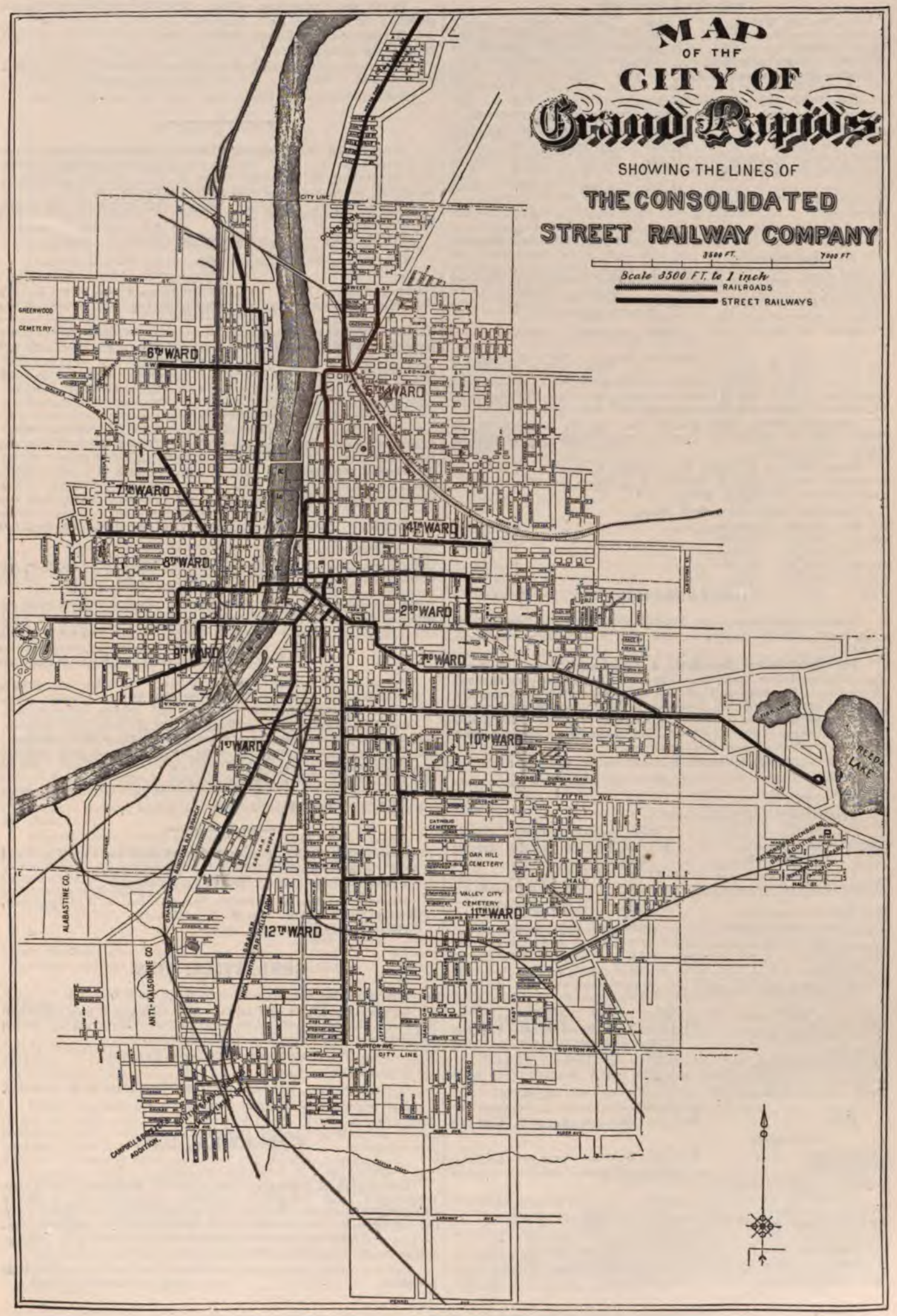
*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.
General expenses.....	$ 4,328	$ 4,830	$ 4,509	$ 5,097
Main. of way and buildings.	1,885	2,082	3,745	3,644
" " equipment .	1,403	1,981	2,559	2,004
Transportation expenses...	11,495	10,869	11,255	11,650
Total.....	$19,111	$19,763	$22,069	$22,395

Please note date of information at end of each report.


MAP
OF THE
CITY OF
Grand Rapids
SHOWING THE LINES OF
THE CONSOLIDATED
STREET RAILWAY COMPANY
3500 FT.
7000 FT
Scale 3500 FT. to 1 inch
RAILROADS
STREET RAILWAYS
GREENWOOD CEMETERY.
6TH WARD
5TH WARD
7TH WARD
8TH WARD
4TH WARD
2ND WARD
3RD WARD
9TH WARD
1ST WARD
10TH WARD
12TH WARD
11TH WARD
ALABASTINE CO.
ANTI-SALOONINE CO.
OAK HILL CEMETERY
VALLEY CITY CEMETERY
CITY LINE
DUNTON AVE.
FIFTH AVE.
REED'S LAKE
CAMPBELL'S ADDITION.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	703,558	714,029	712,647	741,969
Car miles run	160,078	183,274	178,476	180,458
Total receipts per car mile	$.218	$.181	$.194	$.205
Operating expenses per car mile	.119	.108	.124	.124

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$152,417	$158,250	$158,250	$173,250
" equipment	31,865	32,078	32,078	32,078
Other perman't investments	25,354	26,180	26,180	26,180
Bills and accounts receiv'ble	13			
Cash	18,749	2,300	586	1,095
Materials and supplies	325			
Other assets		436	753	973
Total	$228,723	$219,244	$217,847	$233,576
LIABILITIES.				
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt		98,000	96,000	94,000
Loans and bills payable	40,000		15,312	30,173
Bills and accounts payable	79,101	16,000		
Profit and loss (surplus)	9,622	5,244	6,535	9,403
Total	$228,723	$219,244	$217,847	$233,576

PLANT AND EQUIPMENT.—Miles of track (electric), 15.47; gauge, 4 ft. 8½ in.; 48 lb. T. rail; 1 horse, 13 motor cars; Gen. Elec. dynamos and motors, Wason and Massachusetts cars; water power.

OFFICERS.—Pres., Gen. Man. & Pur. Agt. F. E. Lowe, Sec. & Treas. Fred. E. Pierce, Ch. Engr. of Power Station W. W. Mason, Elecn. Chas. Riverts.

DIRECTORS.—F. E. Lowe, N. S. Cutler, E. A. Hall, F. E. Pierce, Greenfield, Mass.; Chas. E. Dresser, A. S. Paton, Leominster, Mass.; Isaac Chenery, Montague, Mass.

GENERAL OFFICE, Greenfield, Mass.

Date of information, Feb., 1900. b z

GREENSBURG, PA.

Population of Greensburg Borough and Hempfield Township in 1880, 8,786, in 1890, 14,150, of Jeannette, in 1896 (local estimates), 11,000.

The Greensburg, Jeannette & Pittsburgh Street Railway Co.—Chartered Nov. 30, 1894. The company's lines pass through the towns of Greensburg, Hufftown, Grapeville, Ft. Pitt, Jeannette, Burrell, Penn, Weyleytown, Tinkertown, Manor, Westmoreland City, Biddle, Shafton, Irwin, North Irwin, Larimer, Stewart, Walls, Turtle Creek, and there connect with the lines of the Second Avenue Traction Co., to Pittsburgh and McKeesport.

CAPITAL STOCK, authorized, $500,000, issued, $400,000.

FUNDED DEBT.—First mortgage bonds, authorized and issued, $500,000,

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.
Receipts from passengers	$13,026	$40,344	$45,485	$26,335
" other sources	240	731		5,000
" total	13,266	41,075	45,485	31,335
Operating expenses	10,033	21,289	29,825	19,859
Earnings from operation	3,233	19,786	15,660	11,476
Deductions from earnings	900		16,299	11 453
Net income	2,333		*639	23

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	†1899.
Cost of road	$314,500	$348,600	$348,600	$348,600
" equipment	60,500	60,500	60,500	60,500
Cash assets	548	209	171	
Material and supplies	1,250			
Additions and betterments	2,085			
Profit and loss (deficit)			49,729	
Total	$378,883	$409,309	$459,000	$409,100
LIABILITIES.				
Capital stock	$187,500	$162,000	$202,500	$400,000
Funded debt	187,500	213,000	256,500	500,000
Interest on funded debt, due and accrued	9,000			
Accounts payable	650	34,100		
Profit and loss (surplus)	2,333	209		
Total	$378,883	$409,309	$459 000	$409,100

† Balance sheet for 1898–9 is as given in report of company to State Commissioners, and is obviously incorrect.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; 7 motor cars.

OFFICERS.—Pres. Robert McMeen, Sec. & Treas. R. G. Cox, Supt. C. L. Brinser.

DIRECTORS.—D. Fleming, B. F. Myers, P. Russ, R. G. Cox, J. L. Kaufman, C. L. Brinser.

Date of information, Feb., 1900. b z

Greensburg & Hempfield Electric Street Railway Co.—Chartered Sept. 27, 1889. Annual meeting second Monday in Jan. The Greensburg & Suburban Street Ry. Co. and the Greensburg Street Ry. Co. were consolidated with this company in 1890.

CAPITAL STOCK, authorized, $60,000, issued, $59,250; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $59,250.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$8,586	$9,049	$7,848	$8,773	$10,187
Operating expenses	7,165	7,519	7,181	8,088	6,823
Earnings from operation	1,421	1,530	667	685	3,364
Deductions from earnings		5,570	309		2,046
Net surplus		*4,040	358		1,318

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip	$118,500	$118,500	$118,500	$118,500	$118,500
Other perm. invests		4,847	4,847	4,847	4,847
Cash and current assets	929	1,339	1,036	1,263	2,606
Other assets	5,702		800	775	725
Profit and loss (deficit)	15,618	16,845	20,537	23,785	25,862
Total	$140 749	$141,531	$145,720	$149,170	$152,540
LIABILITIES.					
Capital stock	$ 59,250	$ 59,250	$ 59,250	$ 59,250	$ 59,250
Funded debt	59,250	59,250	59,250	59,250	59,250
Int. on funded debt, due and accrued		13,665	17,220	21,775	25,330
Bills payable	9,452	1,311	3,700	4,150	3,770
Other liabilities	12,797	8,055	6,300	4,745	4,940
Total	$140,749	$141,531	$145,720	$149,170	$152,540

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 35 lb. and 45 lb. girder and T rail; 3 motor cars, Phœnix I. W. engines, West. dynamos and motors, Lamokin cars.

OFFICERS.—Pres. Thomas Donohue, Sec. & Treas. J. E. Keenan, Gen. Man. F. Y. Clopper, Supt. Pur. Agt. & Elecn. R. C. Reamer.

DIRECTORS.—F. Y. Clopper, Thos. Donohue, Richard Coulter, Jacob U. Kuhns, John B. Head.

GENERAL OFFICE, Huff Bldg, Greensburg.

Date of information, July, 1899. b

Greensburg & Mt. Pleasant Street Railway Co.—Chartered in 1897. This road will be built in the spring of 1899.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.

OFFICERS.—Pres. W. F. Sadler, Sec. & Treas. M. F. Thompson, Gen. Man., Supt. & Pur. Agt. W. F. Sadler, Jr.

Date of information, Dec., 1898. d

GREENVILLE, MISS.

Population in 1880, 2,191, in 1890, 6,655, in 1899, 12,000.

Greenville Light & Car Co.—This company is now constructing a new electric railway succeeding the Greenville Street Ry., which property had been abandoned, and rails removed.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—$40,000.

OFFICERS.—Pres. J. A. Gaboury, Sec. & Treas. J. D. Gaboury.

Date of information, Apr., 1899. c d

GREENWICH, N. Y.

Population in 1880, 1,231, in 1890, 1,663.

Greenwich & Schuylerville Electric Railroad Co.—Chartered July 1, 1895. On Feb. 1, 1900, this company placed its road in operation between Schuylerville and Stillwater, and by Apr. 1, 1900, the line between Schuylerville and Greenwich will be completed, connecting at Greenwich with the Greenwich & Johnsonville Ry., and at Stillwater with the Stillwater & Mechanicsville Electric Ry.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

Please note date of information at end of each report.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 21; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars.

OFFICERS.—Pres. Martin Schenck, Rensselaer, N. Y.; Sec. & Treas. J. A. Powers, Lansingburgh, N. Y.

GENERAL OFFICE, Greenwich, N. Y.

Date of information, Feb., 1900. x

GUELPH, ONT.

Population in 1890, 9,890, in 1898, 11,500.

Guelph Street Railway Co.

CAPITAL STOCK.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; 60 lb. T rail; 6 motor cars; 2–100 H. P. boilers, 1–150 H. P. engine; 1–110 K. W. generator; Gen. Elec. motors.

OFFICERS.—Pres. Geo. Sleeman, Sec. & Treas. E. C. Sleeman.

GENERAL OFFICE, Guelph, Ont.

Date of information, Jan., 1900. z

HACKENSACK, N. J.

Population in 1880, 4,248, in 1890, 6,004, in 1900, 10,000.

The New Jersey & Hudson River Railway & Ferry Co.—This company was incorporated under the laws of New Jersey, Feb. 27, 1900, as a consolidation of the Bergen County Traction Co., the Ridgefield & Teaneck Ry. Co. (which was incorporated Feb. 17, 1900), the Riverside & Fort Lee Ferry Co. and the Highland Improvement Co., these companies having been controlled for some years by the same interests. This company proposes to make important improvements in both the railway and ferry service, which include additions to the power house equipment, new double truck open cars, new double ferry slips in New York City, and an amusement park on the palisades opposite the city.

CAPITAL STOCK.—Authorized, $1,750,000; common, $1,000,000; preferred 6 p. c., non-cumulative, $750,000.

FUNDED DEBT, authorized, $1,500,000.

OFFICERS.—Pres. A. Merritt Taylor, 1st V. Pres. W. H. Clark, 2d V. Pres. & Gen. Man. Frank R. Ford, Sec. & Treas. W. H. Barrows, Supt. of Railway F. W. Bacon, Supt. of Ferry, F. W. Lawson.

DIRECTORS.—A. M. Taylor, W. H. Clark, Jos. De F. Junkin, S. D. Page, C. T. Colladay, Philadelphia, Pa.; J. C. Young, Jersey City, N. J.; A. C. White, C. A. Lieb, Geo. W. Bacon, F. R. Ford, New York City; Chas. N. Black, Morristown, N. J.

MANAGER'S OFFICE, Edgewater, N. J.

Date of information, Mar., 1900. x z

HAGERSTOWN, MD.

Population in 1880, 6,627, in 1890, 10,118, in 1898, 16,000.

Hagerstown Railway Co.—Charter and municipal franchise granted Mar. 12, 1896, for 40 years. Annual meeting fourth Friday in Jan. Since March 1, 1898, this company has been in control of the electric lighting system of Hagerstown, and a new station of the consolidated interests has just been completed.

CAPITAL STOCK, authorized and issued, $200,000, par value $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated May 1, 1896, due 1916; denom. $100 and $500; int. payable Feb. and May, Aug. and Nov., at office of Commonwealth Guaranty Trust & Safe Deposit Co., of Harrisburg, Pa., trustee of mortgage.

OPERATION.—	Aug. 8, to Dec. 31 1896.	Year ending Dec. 31, 1898.
Gross receipts	$12,940	$50,560
Operating expenses and taxes	7,125	34,305
Earnings from operation	5,815	16,255
Deductions from earnings.		
Interest on bonds	5,000	12,000
Net income	815	4,255
Surplus		4,255
Total surplus		5,655
Per cent. op. exp. to total receipts	54.9	67.6

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 56 lb. and 68 lb. T and girder rail; 12 cars, of which 9 are motor cars and 3 trail cars; Harrisburg Foundry & Machine Works engines, 1.100 H. P. station plant; Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars, Brill and Peckham trucks.

OFFICERS.—Pres. Christian W. Lynch, V. Pres. Donald C. Halderman, Sec. & Supt. W. C. Hepperle, Treas. Wm. Jennings.

DIRECTORS.—Christian W. Lynch, J. I. Bitner, J. Clarence Lane, Wm. Jennings, Harry Jennings, W. C. Hepperle, E. W. Mealy.

GENERAL OFFICE, Public Square, Hagerstown, Md.

REFERENCE.—Description of power plant, Vol. XV, Feb., '99, p. 93 (brief).

Date of information, Feb., 1899. z

HALIFAX, N. S.

Population in 1881, 36,100, in 1891, 38,556.

Halifax Electric Tramway Co., Ltd.—Charter and municipal franchise granted Mar. 20, 1895, in perpetuity. Annual meeting second Monday in Feb. This company owns all the property and franchises of the Nova Scotia Power Co., Ltd., the Halifax Street Ry. Co. and the Halifax Illuminating & Motor Co. The franchises of the company embrace the right to operate the electric railway, (described below) and to carry on an electric lighting and motor business. The street railway franchise is exclusive for 20 years. Operation commenced in Feb., 1896. This company owns the lighting plant of the city, including 14,225 incandescent and 309 arc lights, pole lines, stations, etc.

CAPITAL STOCK, authorized and issued, $800,000, with power to increase to $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold registered bonds, authorized and issued, $600,000, in escrow (pending completion), $245,000; dated Oct. 1, 1895; due Jan. 1, 1916; denom. $1,000; int. payable Jan. and July, at office of Bank of Nova Scotia, of Halifax and Montreal; trustee of mortgage, Eastern Trust Co., of Halifax.

NOTE.—The first mortgage bonds may be called for payment in 1900 at $105 and accrued interest.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.
Receipts from passengers	$116,745	$119,468	$119,963
" other sources	79,433	78,361	83,972
" total	196,178	197,829	203,935
Operating expenses and taxes	108,150	113,081	112,137
Earnings from operation	88,028	84,748	91,798
Deductions from earnings.			
Interest on bonds	30,000	30,000	30,000
" on floating debt	4,421		
Secretary's office and salary	1,000		
Other deductions	2,798		
Net income	49,809	54,748	61,798
Dividends paid	22,500	48,000	40,000
Surplus	27,309	6,748	21,798
Total surplus account	53,999	50,748	30,375
Per cent. op. exp. to total rec	55.2	59.0	55.1

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.
Cost of road and equip) Other permanent investments)	$1,377,040	$1,385,135	$1,400,000
Cash assets	76,845	34,592	41,407
Bills and accounts receivable	30,944	17,003	14,786
Material and supplies	8,130	8,138	6,712
Other assets		7,889	11,148
Construction		48,600	
Total	$1,492,959	$1,501,367	$1,474,053
LIABILITIES.			
Capital stock	$600,000	$800,000	$800,000
Funded debt	600,000	600,000	600,000
Accrued Interest	15,000	15,000	15,000
Bills and accounts payable	23,776	*33,344	27,725
Other liabilities	183	2,275	953
Profit and loss (surplus)	53,999	50,748	30,375
Total	$1,492,959	$1,501,367	$1,474,053

*Dividend due Jan. 1, $12,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.92; gauge, 4 ft. 8½ in.; 60 lb. Johnson T and 80 lb. Johnson girder rail; 40 cars, of which 34 are motor cars and 6 trail cars; 680 H. P. lighting plant, 1250 H. P. railway plant; Robb, M. & S. and A. & S. engines, Can. Gen. Elec. and Walker dynamos, Can. Gen. Elec. 800 motors, Rhodes & Curry cars, Peckham trucks.

OFFICERS.—Pres. David MacKeen, V. Prests. John Y. Payzant, and W. B. Ross, Sec. & Treas. Benj. F. Pearson, Gen. Man. Ch. Engr. and Elecn. F. A. Huntress.

DIRECTORS.—Hon. David Mackeen, Jno. Y. Payzant, W. B. Ross, B. F. Pearson, Abner Kingman, Frank Paul.

GENERAL OFFICE, Lower Water St., Halifax, N. S.

REFERENCE.—Increase of bonds, Vol. IX, Mar., '93, p. 197.

Date of information, Feb., 1900. z

HAMBURG, N. Y.

Population in 1880, 758, in 1890, 1,331.

Hamburg Railway Co.—Chartered Mar. 8, 1895, to construct an electric railway from a connection with the Buffalo Railway at the city line to Blasdell, Woodlawn Beach and Hamburg, principally for summer traffic. Annual meeting second Wednesday in Mar. The road is under construction and is expected to be completed and in full operation by Sept., 1898.

Please note date of information at end of each report.

CAPITAL STOCK, authorized, $50,000, issued, $31,800.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $30,000, issued, $10,000; dated Aug. 1, 1895, due 1905; int. payable Aug. and Feb.

OPERATION.—Year ending June 30.	1897.	1898.	1899.
Total receipts	$3,145	$3,277	$3,010
Operating expenses	4,829	3,797	3,780
Deficit from operation	1,684	520	770
Interest on funded debt, due and accrued.	300	1,078	950
Taxes			105
Deficit	1,984	1,578	1,825
Total deficit	1,984	3,582	7,907

BALANCE SHEET.—Dated June 20,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$36,967	$35,416	$36,603	$36,603
" equipment		14,403	15,402	15,402
Cash and current liabilities		52		
Material and supplies		1,800		
Profit and loss (deficit)		1,984	3,582	7,907
Total	$36,967	$53,654	$55,587	$59,912
LIABILITIES.				
Capital stock	$10,000	$31,800	$31,800	$31,800
Funded debt	10,000	10,000	10,000	10,000
Loans and bills payable	16,967	4,544	9,169	13,147
Interest on funded debt		282	1,290	1,500
Accounts payable		7,028	3,528	3,465
Total	$36,967	$53,654	$55,587	$59,912

PLANT AND EQUIPMENT.—Miles of track, 2.49; 60 lb. rail; 4 motor cars.

OFFICERS.—Pres. H. B. Butterfield, V. Pres. G. B. Salisbury, Sec. & Treas. Daniel W. Allen, Supt. Bert A. Sowle.

DIRECTORS.—H. S. Crossman, H. E. Heller, G. B. Salisbury, O. H. Sowle, H. B. Butterfield, Daniel W. Allen, G. A. Nichols, B. A. Sowle, Buffalo, N. Y., F. S. Grist.

GENERAL OFFICE, 603 Ellicott Sq., Buffalo, N. Y.

Date of information, Dec., 1899. b

HAMILTON, O.

Population in 1880, 12,122, in 1890, 17,565, in 1900, 23,000.

Southern Ohio Traction Co.—This company is the consolidation effected Feb. 24, 1900, of the Cincinnati & Hamilton Electric Street Ry. Co., the Dayton Traction Co. and the Cincinnati & Miami Valley Traction Co. Details of organization are not yet announced.

OFFICERS.—Pres. Will Christy, 1st V. Pres. M. J. Mandelbaum, 2d V. Pres. H. C. Ford, Sec. & Treas. F. T. Pomeroy, Gen. Man. F. J. J. Sloat.

DIRECTORS.—W. Christy, M. J. Mandelbaum, H. C. Ford, James Christy, Jr., Peter Schwab, A. E. Akins, D. H. Kimberly, H. R. Newcomb, A. B. McNary, R. A. Harmon, R. M. Parmelee, H. A. Sherwin.

GENERAL OFFICE, Hamilton, O.

Date of information, Feb., 1900. x

Cincinnati & Hamilton Electric Street Railway Co.—Chartered 1897, and road completed about December, 1898. On Feb. 24, 1900, this company was consolidated with the Cincinnati & Miami Valley Traction Co. and the Dayton Traction Co., forming the Southern Ohio Traction Co.

Capital Stock, authorized and issued, $600,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $500,000, issued, $400,000; dated July, 1898, due 1918; denom. $500; int. payable Jan. and July at office of the American Trust Co., of Cleveland, O., trustee of mortgage.

Operation.—Year ending Dec. 31, 1899.

Receipts from passengers	$86,974
" other sources	435
" total	87,409
Operating expenses inc. taxes and rentals	35,932
Earnings from operation	51,477
Interest on bonds	24,000
Net income	27,477
Per cent. op. exp, to total receipts	41.1

Plant and Equipment.—Miles of track (electric), 15.5; gauge, 4 ft. 8½ in.; 8 motor cars.

Officers.—Pres. Will Christy, Treas. F. T. Pomeroy, Gen. Man. F. J. J. Sloat.

General Office, Hamilton, O.

Reference.—Description of road, Vol. XV, Feb., '99, p. 82 (ill.).

Date of information, Feb., 1900. z

Cincinnati & Miami Valley Traction Co.—Incorporated July, 1896, to carry passengers and freight. This is an interurban road extending from Hamilton, Overpeck, Trenton, Middletown, Franklin, and Miamisburg to Dayton. The company operates over the leased tracks of Dayton Traction Co., from Miamisburg to Dayton. In Feb., 1900, this company was consolidated with the Cincinnati & Hamilton St. Ry. Co. and the Dayton Traction Co., forming the Southern Ohio Traction Co.

CAPITAL STOCK, authorized and issued, $650,000, par value $100 per share.

FUNDED DEBT.—First mortgage, 5 p. c. gold bonds, $650.000 dated 1896, due 1917; denom. $1,000, interest payable Jan. and July at the office of Finance Co. of Phila., Pa., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 26; gauge, 4 ft. 8½ in.; 11 cars, of which 9 are motor cars and 2 trail cars (for baggage and express); 2 power houses, each containing 2,250 H. P. Corliss condensing plants; Gen. Elec. dynamos and motors; telephone dispatching system, block signal system.

OFFICERS.—Pres. M. J. Mandelbaum, V. Pres. Peter Schwab, Sec. F. T. Pomeroy, Treas. Will Christy, Gen. Man. C. W. Foote, Audr. Wm. Bicknell.

DIRECTORS.—J. A. McMahon, Peter Schwab, M. J. Mandelbaum, F. T. Pomeroy, A. E. Feihl.

EXECUTIVE COMMITTEE.—M. J. Mandelbaum, Will Christy.

GENERAL OFFICE, Trenton, O.

REFERENCES.—Description of cars, Vol. XIII, July, '97, p. 439 (ill.); description of road, Vol. XIV, Mar., '98, p. 121 (ill.).

Date of information, Feb., 1900. x z

Hamilton & Lindenwald Electric Transit Co.—Chartered Dec. 30, 1889, for 25 years.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, $100,000, dated 1896, due 1906; denom. $500; int. payable Apr. and Oct., at office of First National Bank, of Cincinnati, O.; trustee of mortgage, S. D. Fitton, of Hamilton.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 25 cars, of which 17 are motor cars and 8 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Stephenson cars.

OFFICERS.—Pres. C. Benninghofen, V. Pres. J. J. McMakin, Sec. & Treas. P. Benninghofen, Asst. Sec. Chas. E. Warwick, Supt. Gen. Man. & Pur. Agt. Ira S. Millikin, Elecn. & Ch. Engr. of Power Station W. Bowman, Asst. Engrs. Jas. Conan and James Woolley.

DIRECTORS.—C. Benninghofen, P. Benninghofen, J. J. McMakin, E. G. Ruder, S. D. Fitton.

GENERAL OFFICE.—Hamilton, O.

Date of information, Jan., 1900. x z

HAMILTON, ONT.

Hamilton Street Railway Co.—Chartered 1873. New electric franchise dates from 1898.

CAPITAL STOCK, $205,000.

FUNDED DEBT.—First mortgage, 4½ p. c. currency coupon bonds, $500,000; dated Dec. 22, 1898, due Dec. 22, 1928; denom. $1,000; int. payable June and Dec. at office of Bank of Commerce, Hamilton, Ont.; trustees of mortgage E. Martin and Geo. A. Cox.

PLANT AND EQUIPMENT.—Miles of track (electric). 22; gauge, 4 ft. 8½ in.; 62 lb. and 69 lb. girder rail; 75 cars, of which 35 are motor cars and 40 trail cars; Goldie & McCulloch and Inglis & Son engines, West. dynamos and motors, Jones cars.

OFFICERS.—Pres. Hon. J. E. Gibson, V. Pres. Jno. Dickenson, Sec. Gen. Man. & Pur. Agt. J. B. Griffith, Elecn. V. H. Waggoner, Ch. Engr. of Power Station J. Buchanan.

DIRECTORS.—Hon. J. M. Gibson, John Dickenson, John Moodie, John Patterson, J. A. Kammerer.

GENERAL OFFICE, 11 Stuart St. West., Hamilton, Ont.

REFERENCES.—Increase of stock, Vol. IX, Mar., '93, p. 197; description of road, Vol. XI, Souv., '95, p. 35 (ill.).

Date of information, Jan., 1900. 7

Hamilton & Dundas Street Railway.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 5 cars, of which 3 are motor cars and 2 trail cars; rent power.

OFFICERS.—Pres. B. B. Osler, V. Pres. William McKenzie, Gen. Man. Supt. & Pur. Agt. Mark B. Thomas, Elecn. Harry McIntosh.

DIRECTORS.—Wm. Mackenzie, B. B. Osler, Q. C., H. S. Osler W. Nesbitt, J. M. Smith.

GENERAL OFFICE, Hamilton, Ont.

Date of information, Feb., 1899.

Please note date of information at end of each report.

Hamilton, Grimsby & Beamsville Electric Railway Co.—Chartered in 1892, in perpetuity, by special act of legislature. Annual meeting fourth Wednesday in Jan., commenced operation Oct. 18, 1894.

CAPITAL STOCK, authorized, $200,000, issued, $113,300.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $100,000, issued, $85,000; dated Nov. 1, 1894, due May 1, 1924; denom. $500; int. payable at office of Imperial Bank of Toronto; trustees of mortgage, A. E. Jarvis and D. R. Wilkie.

OPERATION.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.
Receipts from passengers	$35,278	$34,163	$30,060	$34,035
" other sources		8 839	12,676	10,635
" total	35.278	43,002	42,736	44,670
Operating expenses	24,122	22,160	26,926	27,730
Earnings from operation	11,156	20,842	15,810	16,940
Deductions from earnings.				
Interest		3,188	6,621	6,402
Taxes		241	574	
Rentals		160		
Net income		17,253	8,615	10,538
Dividends paid		5,665	5,665	5,665
Surplus		11,588	2,950	4,873
Total surplus		28,943	31,449	35,472
P.c.op. exp. to total receipts		51.5	63.0	62.0

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1896.	1897.	1898.
Passengers carried	243,394	248,426	256,481
Car miles run	196,006	214,836	233,493
Total receipts per car mile	$.180	$.200	$.183
Operating expenses per car mile	.123	.103	.111

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Permanent way	$162,964	$200,623	$258,463	$265,232	
Real est. and bldgs.	25,774	25,904			
Overhead line	23,370	33,457			
Rolling stock	34,153	34,257			
Pwr. house equip.	24,056	24,197			
Tools & implements	1,500	1,591	1,637	1,775	
Material on hand	4,367	3,519	2,703	2,017	
Horse and wagon	110	250	250	268	
Furniture	588	710	722	752	
Outstanding freight	523	305		770	
Insurance unearned	509	510	94	233	
Open accounts	175	302			
Cash	1,135	815	286	263	
Other assets			538	850	
Total	$279,224	$326,440	$264,693	$272,160	$277,474
LIABILITIES.					
Capital stock	$108,085	$114,300	$113,300	$113,300	$113,300
Bonds and interest.	55,460	55,460	85,000	85,000	85,000
Mortgages	7,289	7,069	7,000	7,000	
Outstanding accts.	3,886	1,030	850	2,747	
Bills payable	9,821	45,063	27,400	28,900	
Wages	474	607		596	
Reserves	5,395	5,395		1,416	
Net profits	11,144	11,156			
Other liabilities			2,200	1,752	43,702
Surplus	77,671	86,361	28,943	31,449	35,472
Total	$279,224	$326,440	$264,693	$272,160	$277,474

PLANT AND EQUIPMENT.—Miles of track (electric), 23; gauge, 4 ft 8½ in.; 50 lb. 65 lb. and 70 lb. girder and T rail; 8 motor passenger cars; 2 150 H. P. engines, 2 150 H. P. generators, Inglis engines and boilers, West. dynamos and motors, Ottawa cars.

OFFICERS.—Pres. C. J. Myles, V. Pres. Wm. J. Harris, Sec. & Gen. Man. A. J. Nelles, Treas. R. S. Martin, Elecn. A. L. Cherry, Ch. Engr. power station A. Volleck.

DIRECTORS.—A. H. Myles, C. J. Myles, W. J. Harris, Leopold Bauer, Robt. Ramsay, R. S. Martin, R. S. Morris.

GENERAL OFFICE, cor. Main and Catherine Sts., Hamilton, Ont.

REFERENCES.—Description of road, Vol. XI, Sou., '95, p. 38 (ill.); description of road, Vol. XIII, Feb., '97, p. 84.

Date of information, Jan., 1900. x z

Hamilton Radial Electric Railway Co.

CAPITAL STOCK, authorized, $1,000,000, issued, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 65 lb. T rail; 10 cars, of which 8 are motor cars and 2 trail cars; Goldie & McCulloch engines, Can. Gen. Elec. dynamos and motors, Patterson & Corbin, Crossen and Ottawa cars.

OFFICERS.—Pres. Alex. Turner, V. Pres. W. A. Wood, Sec. Stewart E. Malloch, Treas. Jno. Moodie, Gen. Man. C. K. Green, Ch. Engr. of Power Station W. A. Sweet, Elecn. C. D. French.

GENERAL OFFICE, Cor. James and Gore Sts., Hamilton, Ont.

Date of information, Apr., 1899. c d

HAMMOND, IND.

Population in 1880, 699, in 1890, 5,428.

Hammond, Whiting & East Chicago Electric Railway Co.—Chartered 1892, for 25 years. This company owns the electric line connecting Roby, Whiting, East Chicago and Hammond, across the Indiana line adjoining Chicago. The road is operated in connection with the South Chicago City Ry., and through cars are run from 63d St. and Madison Ave. in Chicago, to Hammond, Ind.; through cars are also run from 63d St. and Madison Ave. to Whiting, Ind.

CAPITAL STOCK, authorized, $300,000, issued, $287,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; dated Mar. 1, 1894, due 1914; int. payable Mar. and Sept., at Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 80 lb. T rail, 28 cars, of which 17 are motor cars and 11 trail cars; power furnished by the South Chicago City Ry. Co.

OFFICERS.—Pres. A. M. Turner, V. Pres. D. M. Cummings, Sec. & Treas. O. S. Gaither.

DIRECTORS.—A. Murray Turner, O. S. Gaither, D. M. Cummings, Geo. L. Bradbury, V. Shaw Kennedy.

GENERAL OFFICE, 308 First National Bank Building, Chicago, Ill.

REFERENCE.—Recent extensions, Vol. XII, Dec., '96, p. 757.

Date of information, Jan., 1900. z

HAMPTON, VA.

Population in 1880, 2,684, in 1890, 6,538.

Newport News & Old Point Railway & Electric Co.—This company in 1898, purchased the property of the Newport News, Hampton & Old Point Railway Co., which was a consolidation, in 1897, of the Newport News Street Ry. Co. and the Hampton & Old Point Ry. Co.

CAPITAL STOCK, common stock, authorized and issued, $1,000,000, par value $100 per share; 4 p. c. cumulative preferred stock, authorized and issued, $400,000, par value $100 per share.

FUNDED DEBT. First mortgage 5 p. c. gold bonds, authorized, $900,000, issued, $800,000; coupon but may be registered; denom. $1,000; dated Nov. 1, 1898, due 1938; int. payable Mar. and Nov. at office of Alex. Brown & Sons, of Baltimore; trustee of mortgage The Maryland Trust Co., of Baltimore.

OPERATION.—Year ending April 30, 1898.

Gross receipts	$170,899
Operating expenses	83,510
Earnings from operation	$87,389

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 65 lb. and 72 lb. T and girder rail; 32 cars, of which 22 are motor cars and 10 trail cars; Frick and Green engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. W. J. Payne, V. Pres. W. A. Post, Sec. D. C. Zollikoffer, Treas. H. L. Schmelz, Gen. Man. Supt. & Pur. Agt. F. W. Darling, Ch. Engr. H. B. Baker.

REFERENCE.—Description of road, Vol. IX, Feb., '93, p. 80 (ill.).

Date of information, Feb., 1899. d x

HANCOCK, MICH.

Population in 1899, 1,775.

Houghton County Street Railway Co.—This company has been organized to construct an electric railway from Hancock Mich. and extending through the copper belt. Contracts have been made with Stone & Webster, Boston, Mass., and construction is to be commenced in the spring of 1900.

Date of information, Jan., 1900. x z

HANNIBAL, MO.

Population in 1880, 11,074, in 1890, 12,857, in 1897 (local bank estimates), 18,000.

Hannibal Railway Co.—The property and franchises of the company were sold on June 1, 1899, to the Sutherland Construction & Improvement Co. of New York City. The new company will rebuild the lines, improve the equipment and erect a new power house. A new company, with a capital stock of $150,000, will be organized to build extensions.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 5 cars, of which 4 are motor cars and 1 trail

cars; Hamilton-Corliss engines; Gen. Elec. dynamos and motors, Jones and St. Louis cars, Bemis trucks.

OFFICERS.—Gen. Man. J. E. Derrick.

GENERAL OFFICE, 300 Market St.

REFERENCE.—Change in ownership, Vol. XIII, May, '97, p. 315.

Date of information, Jan, 1900. z

HANOVER, MASS.

Population, 1880, 1,897, in 1890, 2,093.

South Shore & Boston Street Railway Co.—This company is the successor to the Hanover Street Ry. Co., which, on July 15, 1899, was consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hingham, including the Hull St. Ry. and the Rockland & Abington St. Ry. Co.'s, forming the new company.

CAPITAL STOCK, authorized, $690,000, issued, $594,700; par value, $100 per share.

FUNDED DEBT.—$489,000, as follows:

South Shore & Boston Railway Co.'s
First consolidated mortgage 5 p. c. gold bonds, $50,000; due Aug. 1, 1919.

Braintree & Weymouth Railway Co.'s
First mortgage 5 p. c. bonds, $80,000; due Mar. 1, 1917.

Bridgewater, Whitman & Rockland Railway Co.'s
First mortgage 5 p. c. gold bonds, $85,000; due Nov. 1, 1917.

Hingham Railway Co.'s
First mortgage 5 p. c. bonds, $154,000 due June 1, 1916.

Hull Railway Co.'s
First mortgage 6 p. c. bonds, $20,000; due July 1, 1911.

Rockland & Abington Railway Co.'s
First mortgage 6 p. c. bonds, $100,000; due May 1, 1915.

The permanent properties acquired from the individual companies forming the consolidation are here given for comparison.

	Cost of railway.	Cost of equipment.	Cost of land and bldgs.
Braintree & Weymouth Ry.	$156,240	$ 47,809	$ 92,129
Bridgewater, Whitman & Rockland Ry.	148,076	29,371	13,888
Hanover Ry.	47,408	15,805	4,123
Hingham Ry.	317,575	69,293	57,897
Rockland & Abington Ry.	182,660	79,748	57,897
Totals	$851,959	$242,026	$ 225,934
Grand total			$1,319,919

OPERATION.—The figures here given are for the operation of the Hanover St. Ry. Co. to July 15, 1899. See the reports of the other constituent companies for details of their operation.

	3½ mos. ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Period endg. July 15, 1899.
Receipts from passengers	$5,542	$13,414	$13,286	$ 9,698
" other sources	53	41	374	216
" total	5,595	13,455	13,660	9,914
Operating expenses	6,931	14,591	12,111	9,587
Deficit from operation	1,336	1,136	1,549	327
Other deductions.				
Interest	90	968	1,330	755
Taxes	191	754	387	400
Miscellaneous charges		52		
Net deficit	1,617	2,910	167	828
Total deficit	1,617	4,527	4,694	5,348

OPERATING EXPENSES.

	3½ mos. ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Period endg. July 15, 1899.
General expenses	$1,338	$ 2,256	$1,979	$ 812
Maintenance of way and bldgs.	141	846	875	1,976
" " equipment	190	491	352	666
Transportation expenses	5,261	10,999	8,905	6,132
Total	$6,931	$14,591	$12,111	$9,586

BALANCE SHEET,—Dated ——Sept. 30,—— July 15,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$42,663	$43,618	$44 058	$47,408
" equipment	8,019	15,730	15,801	15,805
Land and buildings	3,125	3,524	4 100	4,123
Cash and current assets	72	816	34	509
Material and supplies	558			
Other assets		382	409	409
Profit and loss (deficit)	1,617	4,527	4,694	5,348
Total	$56,055	$68,597	$69,066	$73,602

LIABILITIES.				
Capital stock	$49,200	$49,400	$49,400	$49,400
Loans and bills payable	6,352	18,476	19,344	23,822
Rentals undue	327			
Accrued taxes	176	721	352	380
Total	$56,055	$68,597	$69,096	$73,602

PLANT AND EQUIPMENT.—Miles of track (electric), 9.32; 10 motor cars; West. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. David Pepper, Jr., V. Pres. Arthur H. Brooks, Sec., Treas. & Gen. Man. Gardner F. Wells.

DIRECTORS.—R. H. Jenness, Geo. Whiting, Fred. C. Hinds, Gardner F. Wells, Arthur H. Brooks, Albert L. Register, David Pepper, Jr.

GENERAL OFFICE, Room 313, 53 State St., Boston, Mass.

REFERENCES.—Operating detail, Vol. XIV, Sept. '98, p. 487; operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Dec., 1899. b

HANOVER, PA.

Hanover & McSherrystown Street Railway Co.—Chartered Sept. 30, 1892. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $30,000.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$6,854	$6,706	$7,096	$7,346	$7,129
Operating expenses	6,666	6,275	6,424	6,798	6,222
Earnings from operation	188	431	672	578	907
Deductions from earnings.					
Taxes					161
Other deductions					412
Net income					334

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction	$26,273	$26,580	$28,570	$28,570	$28,570
Equipment	8,237	8,237	8,237	8,237	8,237
Material	450	418	420	306	298
Cash		179	768	260	594
Other assets			205		
Profit and loss (deficit)	1,690	486		827	541
Total	$36,650	$35,900	$38,200	$38,200	$38,240

LIABILITIES.					
Capital stock	$30,000	$30,000	$30,000	$30,000	$30,000
Unfunded debt	6,650	5,900	8,200	8,200	8,240
Total	$36,650	$35,900	$38,200	$38,200	$38,240

PLANT AND EQUIPMENT.—Miles of track (electric), 3.62; gauge, 4 ft. 8½ in.; 56 lb. T and girder rail; 4 cars, of which 3 are motor cars and 1 trail car; Harrisburg engines, West. and Gen. Elec. dynamos and motors, Brill cars; rent power.

OFFICERS.—Pres. C. E. Ehrehart, Sec. & Pur. Agt. A. H. Melhorn, Treas. E. M. Etzler, Gen. Supt. Esau Bailey, Elecn. J. W. Mumfer.

DIRECTORS.—L. D. Seil, E. M. Etzler, A. H. Melhorn, J. M. Schmuck, J. A. Poist, S. L. Johns.

Date of information, Feb., 1900. b z

HARRISBURG, PA.

Population in 1880, 30,762; in 1890, 39,385; in 1896, 48,735.

Harrisburg Traction Co.—Chartered June 18, 1895, as a virtual consolidation of the East Harrisburg Passenger Ry. Co., the Citizens' Passenger Ry. Co., the Harrisburg City Passenger Ry. Co. and the Middletown, Highspire & Steelton Street Ry. Co. The company holds in its treasury the entire stock issue of the East Harrisburg Passenger Ry. Co. and the Citizens' Passenger Ry. Co.

Capital Stock, authorized, $2,000,000, issued, $1,870,000; par value, $50 per share.

Funded Debt.—Citizens' Passenger Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $75,000; dated May 1, 1894, due 1924; int. payable May and Nov., at Commonwealth Guarantee Trust Co., of Harrisburg, trustee of mortgage.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.
Receipts from passengers			$296,808	$306,898
" other sources			4,659	6,043
Total receipts	$232,607	$228,534	301,467	312,941
Operating expenses	136,355	129,901	135,620	159,027
Earnings from operation	96,252	98,633	165,847	153,914

Deductions from earnings.	1896.	1897.	1898.	1899.
Betterments			22,283	8,091
Fixed charges	49,504			
Interest on bonds		4,500	4,500	4,500
" " floating debt		9,106	7,367	2,227
Taxes		12,102	9,956	10,023
Rentals		25,000	25,000	25,000
Net income	46,748	47,925	96,741	104,073
Dividends paid			65,450	88,148
To surplus account			31,291	15,925

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897.	1898.	1898.
Cost of road		$4,530	
Cash	$11,306	13,464	$48,230
Power station equipment } Car equipment }	4,274	166,799	
Track and roadway construction	2,805		
Other permanent investments	1,736,526	1,870,000	
Supplies	5,111	6,073	10,864
Citizens' Pass. R. Co.'s debt			105,000
E. Harrisburg Pass. Ry. Co.'s debt			95,000
E. Harrisburg Pass. R. Co.'s stock			1,545,867
Citizens' Pass. Ry. Co.'s stock			324,133
Bills receivable	207	151	686
Other assets	249,399		
Total	$2,009,628	$2,061,017	$2,129,780
LIABILITIES.			
Capital stock	$1,735,900	$1,870,000	$2,000,000
Funded debt (Citizens' Ry. Co)	75,000		75,000
Notes payable		92,500	
Bills payable	158,200	44,476	38,855
Profit and loss (surplus)	40,528	54,041	15,925
Total	$2,009,628	$2,061,017	$2,129,780

Plant and Equipment.—Miles of track (electric), 46; gauge, 5 ft. 2½ in.; 75 lb. and 90 lb. girder and 60 lb. T rail; 97 cars, of which 63 are motor cars and 34 trail cars; Wetherill and Harrisburg engines, 1,000 H. P. upper and 750 H. P. lower stations, Gen. Elec. and West. dynamos and motors, Brill, Jackson & Sharp and Lamokin cars, Brill and Robinson radial trucks.

Officers.—Pres. Edward Bailey, V. Pres. B. F. Meyers, Sec. & Treas. W. J. Calder, Gen. Man. & Supt. F. B. Musser.

Directors.—E. C. Felton, T. G. Calder, W. H. Siebert, E. Z. Wallower, A. G. Knisely, Henry A. Kelker, J. G. M. Bay, F. Eugene Walz, James M. Cameron, George W. Reily, E. W. S. Parthemore, J. F. Dunkle, David L. Fleming, Jr.

General Office, 7 So. Second St.

Date of information, Feb., 1900. z

Cumberland Valley Traction Co.—Chartered Dec. 18, 1893. This company leased the Cumberland Valley Electric Passenger Ry. Co. in 1894. This lease was annulled in 1897, and the road was released in the same year.

Capital Stock, $550,000, issued, $366,000.

Funded Debt, issued, $92,100.

Operation —Year ending June 30,	1896.	1897.	1898.	1899.
Gross receipts	$4,154	$9,976	$12,651	$11,460
Operating expenses	2,554	7,624	11,318	11,337
Earnings from operation	1,600	2,352	1,333	123
Deductions from earnings.				
Taxes	1,441	82	98	123
Rentals	150	250	250	
Other expenses		1,681	1,242	
Net income	9	339	*257	

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$372,609	$431,309	$452,109	$463,576
" equipment	17,491	22,691	22,691	22,691
Cash	9	347	89	89
Total	$390,109	$454,347	$474,889	$486,356
LIABILITIES.				
Capital stock	$338,100	$358,900	$366,000	$366,000
Funded debt	52,000	60,400	79,800	92,100
Loans		31,000	29,000	28,167
Accounts payable		3,700		
Profit and loss (surplus)	9	347	89	89
Total	$390,109	$454,347	$474,889	$486,356

Plant and Equipment.—Miles of track (electric), 10; 7 motor cars.

Officers.—Pres. Geo. W. Cumbler, Sec. F. H. Alleman, Treas. Wm. L. Gorgas, Supt. Jas. O'Hara.

Directors.—Geo. W. Cumbler, B. F. Myers, Wm. L. Gorgas, F. H. Alleman, J. Kaufman, J. J. Baughman, J. B. Skyles, H. W. Linebaugh, S. F. Dunkle.

General Office, Harrisburg, Pa.

Date of information, Feb, 1900. b z

Harrisburg & Mechanicsburg Electric Railway Co.—Chartered May 7, 1892, for 99 years. Annual meeting second Monday in Jan. This company owns all the rights, franchises and stock of the Harrisburg & Cumberland Electric Ry. Co., and the Fairview & Riverton Electric Ry. Co.

Capital Stock, authorized, $225,000, issued, $144,500, in treasury, $80,500; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. coupon and registered gold bonds, authorized, $224,000, issued, $144,500, dated Sept., 1894, due 1914; denom. $100, $500 and $1,000; int. payable Sept. and Mar., at office of Harrisburg Trust Co., of Harrisburg, trustee of mortgage.

Operation.—Year ending	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Receipts from passengers	$18,880	$20,511	$23,194	$25,299
" other sources	1,086		10,525	
" total	19,966	20,511	33,719	25,299
Operating expenses	12,288	12,677	11 943	15,197
Earnings from operation	7,678	7,834	21,776	10,102
Deductions from earnings.				
Interest on bonds	7,792	7,344	10,340	9,161
Taxes	411	694	725	189
Other expenses		2,500	9,674	730
Net deficit	525	2,704	*1,037	*22

*Surplus.

Balance Sheet.—Dated	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
ASSETS.				
Cost of road	$257,491	$262,832	$288,830	$288,830
" equipment	13,484	15,170	15,170	15.170
Bills receivable		4,725		
Cash			178	200
Profit and loss (deficit)	525	859		
Total	$271,500	$283,586	$304,178	$304,200
LIABILITIES.				
Capital stock	$127,500	$127,500	$144,500	$144,500
Funded debt	144,000	144,400	144,500	144.500
Dividends unpaid		1,686		
Loans		10,000	15.000	15,000
Profit and loss (surplus)			178	200
Total	$271,500	$283,586	$304,178	$304,200

Plant and Equipment.—Miles of track (electric), 7; gauge, 5 ft. 2½ in.; 49 lb. and 56 lb. rail; 5 motor cars.

Officers.—Pres. Spencer C. Gilbert, Sec. & Treas. W. L. Gorgas, Supt. F. H. Alleman.

Directors.—Geo. W. Cumbler, W. L. Gorgas, B. F. Meyers, J. J. Haughman, S. C. Gilbert, M. C. Kennedy, G. H. Stewart, E. J. McCune, L. D. Gilbert.

General Office, Harrisburg, Pa.

Date of information, Feb., 1900. b z

Lykens & Williams Valley Railway Co.—Chartered Dec. 14, 1897. Commenced operation Apr. 1, 1899.

Capital Stock, authorized and issued, $165,000; par value $50 per share.

Funded Debt, $145,000.

Operation.—Period of 90 days, ending June 30, 1899.

Gross receipts	$2,794
Operating expenses	1,899
Earnings from operation	895
Taxes	5
Rental	890

Balance Sheet.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$310,000	Capital stock	$165,000
		Funded debt	145,000
Total	$310,000	Total	$310,000

Plant and Equipment.—Miles of track (electric), 10.05; 6 motor cars, 4 open and 2 closed.

Officers.—Pres. Jno. B. Skyles, Sec. Jno. Oenslager, Treas. Samuel Kunkle, Gen. Supt. W. O. DeWitt.

Directors.—H. A. Hoopes, C. C. Cocklin, Wm. E. Fletcher, B. W. Brown, Jno. B. Skyles.

General Office, 711 No. 3d St., Harrisburg, Pa.

Date of information, Feb., 1900. b z

Please note date of information at end of each report.

Columbia & Montour Electric Railway Co.—This company was organized in Jan., 1900, to construct an electric railway from Danville to Berwick, about 22 miles, and surveys are now being made.

Capital Stock, $100,000.

Officers.—Pres. B. F. Meyers, Sec. F. E. Miller, Treas. L. E. Waller.

Directors.—B. F. Meyers, E. L. Mumma, M. F. B. Scanlon, Harrisburg; R. K. Polk, Danville; L. E. Waller, F. E. Miller, C. W. Miller, Bloomsburg.

Secretary & Treasurer's Office, Bloomsburg, Pa.

Date of information, Feb., 1900. x

HARTFORD, CONN.

Population in 1880, 42,551; in 1890, 53,230; in 1897 (local estimates), 70,000.

Hartford Street Railway Co.—Chartered Oct. 4, 1893, in perpetuity. Annual meeting in Jan. This company leases and operates the East Hartford & Glastonbury Horse R. R. Co.

Capital Stock, Jan. 1, 1899, authorized, $2,000,000, issued, $1,000,000; par value, $100 per share.

Dividends, 6 p. c. per annum, payable Apr. and Oct.

Funded Debt, on Jan. 1, 1900, was $1,667,000 as follows:

DEBENTURE BONDS.

Series D, $100,000; dated Sept. 1, 1892, due 1912; int. 5 p. c., payable Mar. and Sept.

Series E, $100,000; dated July 1, 1893, due 1913; int. 5 p. c., payable Jan. and July.

Series F, $300,000; dated Oct. 1, 1894, due 1914; int. 5 p. c. Apr. and Oct.

Series G, $300,000; dated Dec. 1, 1894, due 1914; int. 5 p. c. June and Dec.

Series H, $300,000; dated May 1, 1895, due 1915; int. 5 p. c. May and Nov.

Series K, $277,000; dated Mar. 1, 1896, due 1919; int. 5 p. c. Mar. and Sept.

This company also guarantees the interest on East Hartford & Glastonbury R. R. Co.'s 5 p. c. mortgage bonds, $200,000; dated Dec. 1, 1897, due 1900.

Note.—Interest on all the debentures is payable at Connecticut Trust Co., of Hartford. The debentures are subject to call at par five years after date of issue, and they must be provided for if any mortgage is made upon the property.

Operation.—	Year ending Sept. 30, 1895.	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Receipts from pass.	$404,609	$530,621	$576,204	$437,279	$610,586
" other sources	4,763	767	789	790	4,045
" total	409,372	531,388	576,993	438,069	614,631
Operating expenses	313,471	367,170	388,641	303,096	433,707
Earn. from operation	95,901	164,218	188,352	134,973	180,924
Deductions from earn.					
Interest on bonds	41,899	90,855	112,247	77,939	104,292
Taxes	10,967	26,373	33,139	35,117	38,471
Net income	43,035	46,990	42,965	42,822	38,161
Dividends paid	12,000	12,000	12,000	21,000	42,000
To surplus account	31,035	34,990	30,965	21,822	*3,839
Per cent. op. exp. to total receipts	76.6	69.1	67.3	69.2	70.7

* Deficit.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Passengers carried	10,854,971	11,732,630	8,886,229	12,596,948
Car miles run	2,814,072	2,952,291	2,228,932	3,148,930
Total rects. per car mile	$.189	$.195	$.196	$.195
Oper'g exps. per car mile	.131	.132	.136	.137

Balance Sheet.—Dated Sept. 30, / June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$1,328,096	$1,497,582	$2,129,169	$2,247,844
" equipment	472,020	479,186	527,896	532,393
Real estate	333,068	339,590		
Cash assets	10,574	21,867	5,314	55,809
Accounts receivable	27,000	604	2,853	3,563
Other assets	18,558	3,481	3,590	8,190
Horses	28,222	1,641		
Power house	284,721	290,032		
Stk. of New'gton Tram. Co.	12,975	296	296	
Newington Tramway Co.	1,049			
Hartford St. Sprinkler Co.	305			
Materials on hand		14,618	18,675	16,394
Total	$2,516,588	$2,648,894	$2,687,793	$2,864,193

LIABILITIES.	1896.	1897.	1898.	1899.
Capital stock	$ 200,000	$ 200,000	$ 642,900	$1,000,000
Funded debt	1,950,000	1,977,000	1,977,000	1,677,000
Bills and accts. payable	206,487	315,300	16,667	137,598
Other liabilities		50,746	50,778	47,485
Profit and loss (surplus)	160,101	105,848	448	2,110
Total	$2,516,588	$2,648,894	$2,687,793	$2,864,193

Plant and Equipment.—Miles of track (electric), owned, 62.53; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 19 horses, 174 motor cars, 24 snow plows, sweepers and other vehicles; Ball & Wood engines, Heine boilers, Gen. Elec. and West. dynamos and motors, Brill and American cars, Brill and Peckham trucks.

Officers.—Pres. E. S. Goodrich, V. Pres. Sam. G. Dunham, Sec. & Treas. Daniel R. Howe, Gen. Man. Norman McD. Crawford, Ch. Engr. Henry Van Ormer, Ch Engr. of Power Station Frank Caum.

Directors.—George E. Taintor, Jas. J. Goodwin, Chas. L. Lincoln, Daniel R. Howe, Atwood Collins, S. G. Dunham, E. S. Goodrich, Hartford, Conn.

General Office, 111 State St.

References.—Description of road, Vol. XI, May, '95, p. 279 (ill.); description of power plant, Vol. XI, Souv., '95, p. 65 (ill.); increase of stock, Vol. XIV, Jan., '98, p. 72; new car house, Vol. XIV, Mar., '98, p. 162; description of special work, Vol. XV., Feb., '99, p. 87 (ill.), Sept., '99, p. 573 (ill.).

Date of information, Dec., 1899. b

Hartford, Manchester & Rockville Tramway Co.—Chartered June 6, 1894. This company leases and operates the lines of the South Manchester Light, Power & Tramway Co.

Capital Stock, authorized, $500,000, issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage, 5 p. c. bonds, authorized, $300,000, issued, $200,000; due Oct. 1, 1924; int., payable Apr. and Oct.

Operation.—	138 days ending Sept. 30, 1895.	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Receipts from pass.	$24,621	$52,584	$62,750	$57,015	$101,910
" other sources	886	1,677	2,067	4,177	8,082
" total	25,507	54,261	64,817	61,192	109,992
Operating expenses	14,386	49,066	54,187	38,779	75,516
Earnings from oper'ns	11,121	5,195	10,630	22,413	44,476
Deductions from earns.					
Interest	1,700	4,500	10,171	5,250	10,742
Taxes		1,022	2,072	1,975	2,460
Net income	9,421	*327	*1,613	15,188	31,274

* Deficit.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Passengers carried	631,836	707,498	599,429	926,260
Car miles run	254,835	301,803	243,542	420,051
Total receipts per car mile	$.213	$.215	$.251	$.261
Operating exps. per car mile	.193	.180	.159	.179

Balance Sheet.—Dated Sept., 30, / June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction	$255,053	$434,286	$421,656	$452,792	$459,071
Equipment	36,401	70,585	72,026	71,398	79,051
Material on hand	700	1,049	2,122	2,169	3,040
Accts. receivable	866	1,216	1,101	2,562	2,680
Cash on hand	8,592	4,139	13,085	1,182	8,529
Total	$301,613	$511,275	$509,989	$530,103	$552,371
LIABILITIES.					
Capital stock	$200,000	$300,000	$300,000	$300,000	$300,000
Funded debt	90,000	200,000	200,000	200,000	200,000
Bills & a'cts. p'y'ble	2,192	2,181	2,508	14,636	15,630
Accrued interest				2,500	2,500
Profit & loss (surp)	9,421	9,094	7,482	12,967	34,241
Total	$301,613	$511,275	$509,989	$530,103	$552,371

Plant and Equipment.—Miles of track (electric), 18.5; gauge, 4 ft. 8½ in.; 56 lb. steel T rail; 33 motor cars, 2 electric snow plows, and other vehicles; Hewes & Phillips and Buckeye engines, Gen. Elec. dynamos and motors, Wason cars.

Officers.—Pres. M. S. Chapman, V. Pres. & Treas. R. O. Cheney, Sec. J. W. Haynes.

Directors.—M. S. Chapman, R. O. Cheney, J. W. Haynes, M. S. Bradley, South Manchester, Conn.; Charles Sloan C. T. Welles, Hartford, Conn.; Elisha Morgan, A. N. Mayo, Springfield, Mass.; W. H. Prescott, Rockville, Conn.

General Office, South Manchester, Conn.

Date of information, Feb., 1900. b z

Please note date of information at end of each report.

The Farmington Street Railway Co.—This company is the successor to the Hartford & West Hartford Horse Railroad Co., which was chartered 1863 and Nov. 23, 1892, and was placed in the hands of J. T. Patterson, as receiver, in the spring of 1899. This company purchased the property at foreclosure sale in Aug., 1899, but in Feb., 1900, proceedings were taken to have the sale set aside.

Capital Stock, issued, $189,000; par value, $100 per share.

Funded Debt of the Hartford & West Hartford Horse R. R. Co. (see Note). First mortgage 5 p. c. bonds, authorized, $315,000, issued, $279,000; coupon, but may be registered; dated Aug. 1, 1894, due 1924; denom. $1,000; int. payable Feb. and Aug., at City Bank, Hartford.

Note.—Holders of these honds received stock of the new company, which has no bonded indebtedness.

Operation.—The reports here given to June 30, 1898 are those of the Hartford & West Hartford Horse R. R. Co.

	Year ending Sept. 30, 1895.	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30 1898.
Receipts from passengers	$41,690	$47,522	$38,062	$27,287
" other sources	735	4,437	4,027	2,312
" total	42,425	51,959	42,089	29,599
Operating expenses	29,055	41,318	35,072	29,269
Earnings from operations	13,370	10,641	7,017	330
Deductions from earnings.				
Interest	6,328	6,198	4,742	736
Taxes	2,388	2,562	2,386	1,335
Net income	4,654	1,881	*111	*1,741

*Deficit.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.
Passengers carried	629,655	514,760	375,375
Car miles run	377,260	249,062	188,892
Total receipts per car mile	$.138	$.169	$.156
Operating expenses per car mile	.110	.141	.155

Balance Sheet.—Dated

ASSETS.	Sept. 30, 1895.	Sept. 30, 1896.	Sept. 30, 1897.	June 30, 1898.
Construction	$357,043	$373,650	$363,000	$362,289
Equipment	75,297	77,528	89,560	89,560
Real estate	18,595	18,638	18,838	19,403
Materials on hand	2,500	2,500	3,215	2,500
Accounts receivable	12,391	8,857	12,795	15,538
Cash	4,443	303	682	1,518
Bridge approaches			10,000	10,000
Bond expense			45,925	45,925
Power house			35,486	37,069
Other assets	251,253	25,003	1,436	1,494
Total	$495,512	$506,479	$580,936	$585,296
LIABILITIES.				
Capital stock	$247,000	$247,000	$247,000	$247,000
Funded debt	105,000	105,000	279,000	279,000
Unfunded debt	120,498	121,067	21,575	20,488
Accounts payable	18,360	12,529	12,589	10,982
Special account		14,347	14,347	23,142
Profit and loss (surplus)	4,654	6,536	6,425	4 684
Total	$495,512	$506,479	$580,936	$585,296

Plant and Equipment.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 65 lb. T rail; 2 horses; 23 cars, of which 21 are motor cars, and 2 freight cars; Cooper engines, Gen. Elec. and Eddy motors, Jackson & Sharp cars.

Officers.—Pres. S. D. Coykendall, Sec. & Treas. E. D. Robbins, Supt. T. L. McCormack, Elecn. L. P. Backus, Ch. Engr. of Power Station H. K. Gowdy.

General Office, Unionville, Conn.

Date of information, Feb., 1900. b x

HARVEY, ILL.

Population in 1890, 246, in 1894 (local estimates), 5,000.

Harvey Water and Light Co.—This company is the successor to the Harvey Transit Co. The road had been purchased by the Chicago Electric Traction Co., Chicago, Ill., (which see).

CAPITAL STOCK, authorized and issued, $135,000.

FUNDED DEBT, authorized, $75,000, issued, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; T rail; 3 motor cars; Ide engines, Short dynamos and motors, Laclede cars.

OFFICERS.—Pres. G. Farrell, Treas. W. E. Colburn, Gen. Man. & Pur. Agt. W. J. McCorkindale.

Date of information, Jan., 1900. z

HAVERHILL, MASS.

Population of Newbury, Newburyport, Amesbury, Merrimac Haverhill, Seabrook and Salisbury, in 1880, 45,787, in 1890, 58,859.

Haverhill & Amesbury Street Railway Co.—Chartered 1892. Annual meeting in Oct. This company succeeded the Black Rocks & Salisbury Beach Street Ry. Co. by purchase on July 14, 1892, of the latter's capital stock. The tracks of the Haverhill & Amesbury Street Ry. Co. extend from Washington Square, in the city of Haverhill, through Haverhill, Merrimac, Amesbury and Salisbury, to Newburyport and Salisbury Beach; also from Newburyport to Salisbury and Seabrook.

CAPITAL STOCK, authorized, $250,000, issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $300,000, issued, $178,000, in escrow (see Note), $112,000; coupon, but may be registered; dated 1892, due 1912; denom. $1,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Fifteen year coupon notes, $200,000; dated Dec. 1, 1896, due 1911.

Black Rocks & Salisbury Beach Street Ry. Co.'s first mortgage bonds, $112,000; due 1911.

NOTE.—$112,000 of the first mortgage bonds are held in escrow to retire the first mortgage bonds of the Black Rocks & Salisbury Beach Street Ry. Co. at maturity.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass.	$103,018	$97,464	$98,085	$88,060	$100,770
" other sources.	1,835	1,583	1,401	1,605	1,166
" total	104,853	99,047	99,485	89,665	101,936
Operating expenses	65,936	70,866	64,678	58,389	67,976
Earnings from oper.	38,917	28,181	34,807	31,276	33,960
Ded. from earnings.					
Interest on bonds	15,000	15,000	24,925	26,500	26,500
" float. debt	11,049	11,490	2,201	1,002	1,583
Taxes	2,174	1,399	1,575	1,372	1,636
Other deductions				2,008	1,735
Net income	10,694	292	6,106	394	2,506
Dividends paid	6,000		4,500		
To surplus account	4,694	292	1,606	394	2,506
Total surplus account	14,689	14,980	12,595	11,583	14,089
P. c. op. exp. to tot. rec.	62	71	65	65	66.6
" " dividends paid.	4		3		
Stock receiving div.	150,000		150,000		

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 8,423	$ 8,717	$ 9,537	$ 8,896	$13,278
Maintena'ce of way and bldgs.	11,826	7,983	7,435	5,159	6,435
" " equipment	6,740	12,559	6,590	5,816	6,441
Transportation expenses	38,946	41,608	41,118	38,518	41,822
Total	$65,935	$70,867	$64,678	$58,389	$67,976

STATISTICS OF TRAFFIC.

Year ending Sept.	1895.	1896.	1897.	1898.	1899.
Passengers carried	1,454,017	1,453,567	1,493,550	1,408,722	1,654,494
Car miles run	380,614	401,160	405,173	433,833	432,040
To'l rec's per car mile	$.276	$.247	$.246	$.207	$.236
Op.exp's per car mile	.173	.177	.160	.135	.157

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$518,406	$520,932	$512,070	$517,387	$540,677
" equipment	76,801	136,173	85,779	87,261	88,344
Cash and current assets.	2,959	2,197	21,319	19,646	15,728
B. R. & S. B. Ry.	318,527				
Other permanent invest.	54,279		54,238	54.547	55,107
Bills and acts receivable.		6,099	7,073		
Materials and supplies.		3,039	5,439		
Other assets	3,264	2,900	5,210	6,967	3,839
Total	$664,847	$674,714	$678,616	$685,807	$703,695
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt	329,000	329,500	490,000	490,000	490,000
Current liabilities			26,021	26,599	41,981
Bills payable	167,408	176,484			
Accrued liabilities	3,750	3,750		7,625	7,625
Profit and loss (surplus)	14,689	14,980	12,595	11,583	14,089
Total	$664,847	$674,714	$678,616	$685,807	$703,695

PLANT AND EQUIPMENT.—Miles of track, 27.27; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 10 horses, 52 cars, of which 16 are horse cars and 36 motor cars; Gen. Elec. and West. dynamos and motors, 2 Baldwin locomotives, Newburyport cars, Bemis trucks.

OFFICERS.—Pres. Chas. Goss, Sec. & Treas. Geo. A. Butman, 53 State St., Boston, Mass.; Supt. L. E. Lynde.

Please note date of information at end of each report.

DIRECTORS.—E. P. Shaw, W. B. Ferguson, E. P. Shaw, Jr., Jas. F. Shaw, Chas. Goss.

GENERAL OFFICE, Merrimac, Mass.

Date of information, Feb., 1900. b z

HAZLETON, PA.

Population in 1880, 6,935, in 1890, 11,872.

Lehigh Traction Co.—Chartered Nov. 7, 1892, for 999 years. Annual meeting second Monday in Jan.

LEASED ROADS.—The company operates the property of the following electric street railroad companies under a 999 year lease, dated Mar. 8, 1893, and in consideration therefor pays the lessor companies $1 per year each:

Hazleton & Suburban Street Ry. Co.
Hazleton & North Side Electric Ry. Co.
Hazleton & South Side Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. $100, $500 and $1,000; int. payable June and Dec., at office of Markle Banking & Trust Co., of Hazleton, Pa., trustee of mortgage.

Construction 5 p. c. gold bonds, authorized and issued, $55,000; coupon, but may be registered; dated Mar. 1, 1895, due 1925; denom. $1,000; free from taxes; int. payable Mar. and Sept., at office of Markle Banking & Trust Co., of Hazleton, trustee of mortgage; principal and interest guaranteed by Lehigh Traction Co.

Park 5 p. c. gold bonds, authorized, $60,000, issued, $30,000, in treasury, $30,000; coupon, but may be registered; dated Apr. 1, 1895, due 1925: denom. $1,000; free from taxes; int. payable Apr. and Oct. at office of Markle Banking & Trust Co., of Hazleton, trustee of mortgage; principal and int. guaranteed by Lehigh Traction Co.

NOTE.—Construction bonds were issued for the construction of car barn No. 2 at a cost of $55,000.

The Park bonds were issued for the purpose of buying and improving Hazle Park at a cost of $30,000.

Treasury bonds may be issued to pay for improvements to Hazle Park.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$119,588	$124,565	$109,618	$97,025	$108,756
Operating exp. and taxes.	*67,979	*64,334	*58,485	*56,759	‡60,007
Earnings from operation.	51,609	60,231	51,133	40,266	48,749
Deductions from earnings.					
Int. on bonds and loans	29,910	32,259	33,771	49,917	39,730
Taxes	9,387		3,290	3,287	
Net income	12,312	27,972	14,072	†9,017	9,019
To surplus account	12,312	27,972	14,072		9,019
Total surplus account	34,935	62,907	76,979	67,962	76,981
P.c. op. exp. to total rect's	56.7	51.6	53.4	58.5	55.2

*Excluding taxes. †Deficit. ‡Including taxes.

OPERATING EXPENSES.

Year ending Dec. 31,	1896.	1897.	1898.	1899.
Maintenance of way	$ 8,807	$ 6,687	$ 6,318	$ 5,164
" " equipment	6,693	5,323	7,147	8,014
Transportation expenses	38,285	31,487	29,969	29,858
General expenses	10,549	14,988	13,325	16,971
Total	$64,334	$58,485	$56,759	$60,007

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1896.	1897.	1898.	1899.
Passengers carried	2,620,847	2,330,103	2,089,904	2,285,584
Car miles run	675,119	563,168	545,606	568,028
Total receipts per car mile	$.184	$.195	$.177	$.191
Operating exps. per car mile	.095	.104	.104	.105

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equipment	$1,746,444	$1,751,551	$1,773,220	$1,773,871	$1,773,403
Cash assets	289	6,633	10,356	2,617	2,984
Other per. invest	8,065	18,463	1,185	2,048	2,205
Bills and acc'ts receivable	1,993	10,452	7,611	9,531	12,952
Park impr. bonds	30,000	30,000	30,000	30,000	30,000
Telephone line.			983		
Stock room inventory			2,210	2,651	2753
Total	$1,786,791	$1,817,099	$1,825,565	$1,820,718	$1,823,997

LIABILITIES.					
Capital stock	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Funded debt	500,000	615,000	615,000	615,000	615,000
Bills and acc'ts.	136,856	139,191	130,726	130,670	129,307
Other liabilities.	115,000		2,860	7,086	2,709
Profit and loss (surplus)	34,935	62,908	76,979	67,962	76,981
Total	$1,786,791	$1,817,099	$1,825,565	$1,820,718	$1,823,997

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 60 lb. steel T rail; 62 cars, of which 38 are motor cars, 4 trail cars, and 10 open and 10 closed car bodies used on motor trucks, 12 snow plows, sweepers, trucks, etc.; 2 160 and 2 250 H. P. engines, 2 160 and 2 250 H. P. dynamos, West. engines, 6 Bigelow-Manning 150 H. P. boilers, West. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. C. W. Kline, V. Pres. Wm. H. Lawall, Sec. E. S. Doud, Treas. N. C. Yost, Gen. Man. A. Markle, Supt. Geo. W. Thompson, Ch. Engr. A. E. Hess, Elecn. C. A. B. Houck.

DIRECTORS.—C. W. Kline, H. Dryfoos, John B. Price, Wm. H. Lawall, Geo. R. Bedford, A. Markle, Wm. Powell.

GENERAL OFFICE, Hazleton, Pa.

Date of information, Feb., 1900. z

HELENA, MONT.

Population in 1880, 3,624, in 1890, 13,834, in 1894 (local estimates) 23,595.

Helena Power & Light Co.—This is a consolidation (in 1894) of the Helena Rapid Transit Railroad, Helena Electric Railway Co., Helena Electric Co. and the Helena Gas Light & Coke Co.

CAPITAL STOCK, $1,000,000; par value, $100 per share.

FUNDED DEBT.—$600,000, authorized on consolidated and constituent properties.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 28 lb. to 45 lb. girder and T rail; 24 cars, of which 16 are motor cars and 8 trail cars; 2 175-K. W. West rotary transformers; Pullman, Northern and Stephenson cars. Power from Missouri River.

OFFICERS.—Pres. H. M. Parchen, V. Pres. A. L. Smith, Sec. H. L. Walker, Treas. Herman Gans.

GENERAL OFFICE, Main St., opposite Montana National Bank.

REFERENCES.—HELENA ELECTRIC RY. CO.—Description of road, Vol. IX, Apr., '93, p. 247 (ill.). HELENA RAPID TRANSIT R. R.—Description of road, Vol. IX, Apr., '93, p. 248.

Date of information, Jan., 1900. z

HENDERSON, KY.

Population in 1880, 5,365, in 1890, 8,830.

Henderson Street Railway Co.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $60,000; dated Jan. 1, 1897, due 1912; int. payable Jan. and July, at office of Louisville Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 15 motor cars; McIntosh & Seymour engines, Stephenson cars.

OFFICERS.—Pres. E. P. Millett, Sec. E. G. Sebree, Jr.

DIRECTORS.—E. P. Millett, E. G. Sebree, Jr., E. W. Whitely, David Banks, G. M. Alves.

Date of information, Feb., 1898. z

HENDERSONVILLE, N. C.

Population in 1880, 554, in 1890, 1,216, in 1896 (local estimates), 1,800.

Hendersonville Street Railway Co.

CAPITAL STOCK, $6,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 4 ft. 8½ in.; 30 lb. T rail; 3 horses, 3 horse cars; Stephenson cars.

OFFICER.—Owner & Gen. Man. S. V. Pickens.

GENERAL OFFICE, 1 S. End Main St.

Date of information, Dec., 1897. d

HINGHAM, MASS.

Population in 1880, 4,485, in 1890, 4,564.

Hingham Street Railway Co.—Chartered Feb. 1, 1895. Municipal franchise granted Jan. 18, 1895. Annual meeting Feb. 8. This company has purchased the Nantasket Electric Street Ry. and the Hull Street Ry., and has guaranteed the interest on $20,000 bonds of the latter company. On July 15, 1899, this company was consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Rockland & Abington and the Hanover St. Ry.'s, forming the South Shore & Boston St. Ry. Co.

CAPITAL STOCK, authorized and issued, $188,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $200,000, issued, $154,000; dated June, 1896, due 1916; denom. $1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

First mortgage 6 p. c. bonds, Hull St. Ry. Co., $20,000; due July 1, 1911; principal and interest guaranteed by Hingham St. Ry. Co.

OPERATION.—The following is a combination of the operating reports of the Nantasket Electric Street Ry. Co., the Hull Street Ry. Co., and the Hingham Street Ry. Co., for the

Year ending Sept. 30,	1896.	1897.	1898.	Period endg. July 15, 1899.
Receipts from passengers	$22,584	$48,842	$44,244	$29,563
" other sources	1,433	480	4,736	514
" total	24,017	49,322	48,980	30,077
Operating expenses	20,526	45,952	33,010	25,674
Earnings from operation	3,491	3,370	15,060	4,403
Interest on bonds	2,033	1,200	8,083	6,675
" " floating debt		1,015	762	4,105
Taxes	454	1,568	2,950	2,250
Other deductions			8,711	3,753
Net income	1,004	*7,338	4,538	*12,380

* Deficit.

BALANCE SHEET.—Dated Sept. 30, July 15,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$192,877	$200,611	$256,202	$309,429
" equipment	44,277	51,935	62,312	69,294
Other permanent investments	60,303	62,425	66,033	66,042
Cash and current assets	7,264	10,718	8,067	3,129
Material and supplies	245	898	999	4,069
Profit and loss (deficit)		6,966	10,877	19,382
Total	$304,966	$333,553	$404,490	$471,345
LIABILITIES.				
Capital stock	$145,000	$159,500	$188,000	$188,000
Funded debt	125,000	140,000	174,000	174,000
Accrued interest	2,033	2,433		
Current liabilities	29,317	31,619	42,490	106,790
Other liabilities	2,612			2,555
Profit and loss (surplus)	1,004			
Total	$304,966	$333,553	$404,490	$471,345

PLANT AND EQUIPMENT.—Miles of track (electric), 20.11; gauge, 4 ft. 8½ in.; 58 lb. T rail; 30 motor cars; 700 H. P. station plant, McEwen engines, McEwen dynamos, Gen. Elec. motors, Jackson & Sharp cars, Peckham trucks.

OFFICERS.—Pres. S. Reed Anthony, Sec. Walter B. Foster, Treas. & Pur. Agt. P. L. Saltonstall, Gen. Man. G. F. Wells, Ch. Engr. of Power Station, Joseph McCampbell.

DIRECTORS.—Bradford Wilder, S. Reed Anthony, P. L. Saltonstall, Walter B. Foster, A. L. Register, David Pepper, Jr., Arthur H. Brooks.

GENERAL OFFICE, Rockland, Mass.

REFERENCE.—Description of road (brief), Vol. XII, July, '96, p. 441; operating, detail, Vol. XIV, Sept. '98, p. 489; operating, detail, Vol. XIV, Sept. '98, p. 491; cost of electric power generation, Vol. XIV, Sept. '98, p. 492.

Date of information, Dec., 1899. b

Nantasket Electric Street Railway Co.—Chartered Feb. 9, 1895. Annual meeting second Wednesday in Oct. This road was consolidated, Mar. 1, 1898, with the Hingham Street Ry. Co., which, on July 15, 1899, was consolidated with South Shore & Boston St. Ry. Co.

CAPITAL STOCK, authorized and issued, $12,500; par value, $100 per share.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.
Cost of road	$24,415	$29,040
" equipment	3,913	
Other permanent invest's	712	
Cash	13	3,560
Bills and accts. receivable	1,716	
Total	$30,769	$32,600
LIABILITIES.		
Capital stock	$12,500	$12,500
Bills and accts. payable	16,398	17.571
Other liabilities	200	
Profit and loss (surplus)	1,671	2,529
Total	$30,769	$32,600

PLANT AND EQUIPMENT.—Miles of track (electric), 2.2; gauge, 4 ft. 8½ in.; 58 lb. rail.

OFFICERS.—Pres. David Pepper, Jr., Sec. Treas. & Pur. Agt. Albert Layton Register, Supt. Gardner Wells.

DIRECTORS.—David Pepper, Jr., Albert Layton Register, C. Walter Palmer, John De W. Duncan, Gardner Wells.

GENERAL OFFICE, Hingham, Mass.

Date of information, Dec., 1899. b

HOBOKEN, N. J.

Population, in 1880, 31,000, in 1890, 43,650, in 1900, 65,000.

Jersey City, Hoboken & Paterson Railway Co.—This company is a consolidation, Nov., 1899, of practically all the electric railways in northern part of New Jersey which were not already under the control of the North Jersey Street Ry. Co., which is also controlled by the same interests. The following companies are being merged into the Jersey City, Hoboken & Paterson Ry.:

North Hudson County Ry. Co., which controlled the Hudson & Bergen Traction Co. and the Pavonia Horse R. R. Co.

White Line Traction Co., formerly the New Jersey Electric Ry. Co., which was a consolidation of the Jersey City, Hoboken & Rutherford Electric Ry. Co., the Paterson, Passaic & Rutherford Electric Ry. and the Paterson Horse R. R.

Palisades R. R.

Saddle River Traction Co.

Paterson Central Electric Ry. Co.

Paterson Railway Co.

Capital Stock, authorized and issued (see Note).

Funded Debt.—First consolidated mortgage 4 p. c. bonds, authorized and issued (see Note); dated Nov. 1, 1899, due 1949; denom. $1,000; int. payable May and Nov., at office of New Jersey Title Guarantee & Trust Co., of Jersey City, N. J., trustee of mortgage.

Note.—A total issue of stock and bonds, aggregating $20,000,000, have been authorized and issued, of which probably $8,000,000, will be used to retire the $2,459,375 of the White Line Traction Co.'s 5 p. c. bonds, and to acquire the stock of the constituent companies, and the balance $12,000,000 will probably be held by trustee to retire the underlying liens, and for future extensions and betterments.

The Paterson Ry. Co.'s 6 p. c. bonds, $300,000, and the North Hudson County Ry. Co.'s 6 p. c. debenture bonds, $404,000, will be called for payment on the completion of the merger proceedings, the remainder of the underlying bonds (see reports of constituent companies) are not subject to call, and can only be acquired before maturity by voluntary exchange for the new issue.

Operation.—The following gives the combined earnings of the five operating constituent companies during the years ending Dec. 31,

	1898.	1899.
Total receipts	$1,628,566	$1,773,259
Operating expenses	*1,087,923	940,531
Earnings from operation	540,643	822,728
Deductions from earnings.		
Fixed charges		402,870
Other deductions		54,000
Net income		365,858

* Includes all expenses.

Plant and Equipment.—Controlled—Miles of track (electric), 148; 40 to 90 lb. rail; 400 cars, of which 25 are horse cars, 345 are motor cars and 30 trail cars; power stations have an aggregate of 8,000 H. P.; power at Paterson is at present rented.

Officers.—Pres. David Young, V. Pres. J. F. Shanley, Sec. Wm. C. Doubleday, Treas. George W. Roe.

General Office, 21 Hudson Place, Hoboken, N. J.

Date of information, Mar., 1900. x z

North Hudson County Railway Co.—Chartered Mar. 27, 1874. The Pavonia Horse R. R. Co. and the Hudson & Bergen Traction Co. have been consolidated with this company. In Nov., 1899, this company was merged into the Jersey City, Hoboken & Paterson Ry. Co.

Capital Stock, authorized $1,250,000; issued, $1,000,000; par value, $25 per share.

Funded Debt, authorized, $6,100,000, issued, $4,529,000, shown in part as follows:

First mortgage 6 p. c. coupon bonds, $620,000, due Jan. 1, 1914; denom. $1,000; int. payable Jan. and July.

Consolidated mortgage 5 p. c. coupon bonds, authorized $3,000,000, issued, $2,378,000, in escrow, $620,000; due 1928; int. payable Jan. and July.

Improvement mortgage 5 p. c. bonds, issued, $585,000; due 1904; denom. $1,000; int. payable May and Nov.

Six p. c. debenture bonds, $404,000; dated Feb. 1, 1892, due 1902; denom. $1,000; int. payable Feb. and Aug.

Operation.—For comparison the figures before consolidation are here given for the years ending Dec. 31,

	1896.	1897.	1898.	1899.
Gross receipts	$906,985	$923,100	$966,280	$1,028,827
Operating expenses	*886,463	893,463	654,336	728,287
Earnings from operation	20,522	29,637	311,944	300,540

* Including fixed charges.

Plant and Equipment.—Miles of track, 52; operated by horses, 1, by electricity 51; gauge, 4 ft. 8½ in.; 56 lb. T and 78 lb. to 93 lb. girder rail; 165 cars, of which 20 are horse cars, 130 are motor cars and 15 trail cars; Ball, Phila.-Corliss and Watts-Campbell engines, Gen. Elec. dynamos and motors, Brill, Gilbert & Stephenson cars.

Please note date of information at end of each report.

Officers.—Pres. & Gen. Man. David Young, V. Pres. John F. Shanley, Sec. W. E. Doubleday, Treas. George W. Roe, Gen. Supt. W. S. Hall, Pur. Agt. Jacob M. Shinkle, Div. Supts. Hugh Brooks, Henry Hopkins, Track Supt. C. Bryan, Lines Supt. Wm. Jackson, Ch. Engr. at Station, John Craig, M. Mech. L. Erbeck.

Directors.—David Young, J. F. Shanley, Wm. G. Shailer, J. W. Omberson, John Kean, J. R. Waterbury, E. L. Young, J. D. Crimmins, A. L. McDermott.

General Office, 21 Hudson Place, Hoboken.

References.—Description of road, Vol. IX, May, '93, p. 274 (ill.); track, Vol. IX, Dec., '93, p. 785 (ill.); patrol system, Vol. X, Sept., '94, p. 548; electric track switch (brief), Vol. XII, Aug., '96, p. 492 (ill.).

Date of information, Feb., 1900. x

White Line Traction Co.—This company was the successor on July 1, 1899, to the New Jersey Electric Railway Co., which was chartered Sept., 1894, for 999 years, and is now operated by the Jersey City, Hoboken & Paterson Ry. Co. as a part of their system.

Franchises.—Municipal franchises have been granted in Jersey City, Hoboken, West Hoboken, North Bergen, Bergen, E. Rutherford, Rutherford, Boiling Springs, Passaic, Ackquackanonck, Paterson, Little Falls and Singac.

Date of information, Mar., 1900. z

Hudson & Bergen Traction Co.—This road was operated as part of the North Hudson County Ry. which is now operated by the Jersey City, Hoboken & Paterson Ry. Co., as a part of their system.

Date of information, Feb., 1900. b c z

Palisades Railroad.—This road, before its acquisition by the North Hudson County Ry. Co., was operated as a steam road, but was then transformed to the overhead trolley system. It is now operated by the Jersey City, Hoboken & Paterson Ry. Co. as a part of their system.

Date of information, Feb., 1900. x

HOLLAND, MICH.

Population in 1880, 2,620, in 1890, 3,945.

Holland & Saugatuck Electric Railway Co.—This company has been granted a franchise and rights of way are being secured.

OFFICERS.—Pres. Charles Humphrey (Ironwood, Mich.), Supt. M. J. Kinch (Holland).

Date of information, Apr., 1899. c z

HOLYOKE, MASS.

Population in 1880, 21,915, in 1890, 35,637, in 1895, 40,322.

Holyoke Street Railway Co.—Chartered June 11, 1884. Annual meeting third Tuesday in Jan. This company has leased the Mt. Tom R. R. for 25 years, at an annual rental equivalent to dividends of 6 p. c. on its capital stock.

CAPITAL STOCK, authorized and issued, $500,000; par value, $100 per share.

FUNDED DEBT.—Debenture 5 p. c. bonds, authorized and issued, $250,000; dated Apr. 1, 1895, due 1915; denom. $500 and $1,000; int. payable Apr. 1 and Oct. 1, at office of Holyoke National Bank, of Holyoke.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from passengers.	$111,076	$172,025	$215,019	$227,165	$230,806
" " other so'rces	1,471	1,515	1,665	1,933	10,413
" total	112,547	173,540	216,684	229,098	241,219
Operating expenses	69,627	112,729	149,910	154,512	155,029
Earnings from opern	42,920	60,811	66,774	74,586	86,190
Deduction from earn.					
Interest charges	5,902	18,380	17,076	19,587	17,559
Taxes	7,565	4,007	6,568	7,853	17,137
Other deduct	6,591		6,815	11,504	8,390
Net income	22,862	38,424	36,315	35,642	43,104
Dividends paid	20,000	20,000	32,000	32,000	40,000
To surplus account	2,862	18,424	4,315	3,642	3,104
Stock premiums				25,000	
Subsidy				15	
Total surplus account	46,526	52,450	36,604	65,260	68,364
Per cent operating expn. to total receipts		65	69.2	67.4	64.2

DIVIDENDS, 6 p. c. in 1890 and '91 and 8 p. c. per annum in 1892–3–4–5–6 on $250,000, and in 1897–8, 8 p. c. on $400,000; in 1899 8 p. c. on $500,000.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$ 17,339	$ 23,869	$ 11,695	$ 11,867
Maintenance of way and bldgs.	11,756	18,427	25,608	22,040
" " equipment	12,540	24,685	17,930	21,620
Transportation expenses	71,094	82,929	99,278	99,502
Total	$112,729	$149,910	$154,511	$155,029

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	3,440,500	4,081,888	4,233,900	4,468,059
Car miles run	803,712	956,500	1,107,962	1,172,660
Total receipts per car mile	$.216	$.227	$.206	$.205
Oper'g. exps. per car mile.	.140	.157	.139	.132

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$307,163	$393,046	$452,516	$486,470	$501,257
" equipment	148,014	134,545	147,075	164,230	171,354
Other permanent prop.	202,729	208,546	233,546	238,118	275,268
Cash and current assets.	6,615	15,154	10,997	13,944	16,494
Miscellaneous assets			5,726	5,511	6,147
Total	$664,521	$751,291	$849,860	$908,273	$970,520
LIABILITIES.					
Capital stock	$250,000	$400,000	$400,000	$500,000	$500,000
Funded debt	250,000	250,000	250,000	250,000	250,000
Loans and bills payable.	117,995	48,841		78,900	
Current liabilities			163,256	14,113	152,156
Profit and loss (surplus).	46,526	52,450	36,604	65,260	68,364
Total	$664,521	$751,291	$849,860	$908,273	$970,520

PLANT AND EQUIPMENT.—Miles of track (electric), 34; gauge, 4 ft. 8½ in.; 56 lb. and 70 lb. T rail; 3 horses, 87 motor cars; 2,400 H. P. station plant; Providence-Green and Hamilton-Corliss engines Gen. Elec. dynamos, Gen. Elec. and West. motors. Wason cars, Bemis trucks

OFFICERS.—Pres. Gen. Man. & Pur. Agt. Wm. S. Loomis, Sec. & Treas. W. R. Hill, Supt. G. H. Hunter, Ch. Engr. of Power Station C. A. Shaw.

DIRECTORS.—Wm. S. Loomis, John Olmstead, Frederick Harris, J. G. Mackintosh, N. D. Winter, William R. Hill, J. F. Sullivan.

GENERAL OFFICE, 25 Canal St., Holyoke, Mass.

REFERENCES.—Annual report, Vol. VIII, Jan., '92, p. 23; increase of stock, Vol. XIV, Feb. '98, p. 81; description of road, Vol. XIV, Aug., '98, p. 415 (ill.).

Date of information, Feb., 1900. b z

Mt. Tom Railroad Co.—Chartered to build an inclined electric railway from Mountain Park to the summit of Mt. Tom. The road commenced operation in May, 1897. It is leased to the Holyoke Street Ry. Co. for 25 years, at an annual rental equivalent to a dividend of 6 p. c. on its capital stock.

CAPITAL STOCK, authorized, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 1; 2 motor cars.

OFFICERS.—Same as Holyoke Street Ry. Co.

REFERENCE.—Description of road, Vol. XIII, Sept. '97, p. 547.

Date of information, Dec., 1899. b

HOMESTEAD, PA.

Population in 1880, 592; in 1890, 7911.

Homestead & Highlands Street Railway Co.—Chartered Sept. 6, 1892. Annual meeting, second Tuesday in Jan. This company has been consolidated with the Monongahela Street Ry. Co., Pittsburgh, Pa. (which see.)

Date of information, July, 1899. b

HOOSICK FALLS, N. Y.

Population in 1880, 4,530, in 1899 (local estimate), 8,500; population of Bennington 6,000, population served 30,000.

Bennington & Hoosick Valley Railway Co.—Chartered Nov. 9, 1897. This is a consolidation of the Hoosick Ry. Co. and the Bennington Electric R. R. Co. Whole line was put in operation July 1898.

CAPITAL STOCK.—Common stock, authorized and issued, $130,000; par value, $100 per share.

5 p. c. non-cumulative, non-voting preferred stock, $30,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $250,000, issued, $160,000; dated Jan. 1, 1898, due 1928; int. payable Jan. and July, at International Trust Co., of Boston, trustee of mortgage.

Please note date of information at end of each report.

OPERATION.—	Six mos. ending June 30, 1898.	Year ending June 30, 1899.
Receipts from passengers	$9,425	$31,880
" other sources	125	2,227
" total	9,550	34,107
Operating expenses	6,018	24,968
Earnings from operation	3,532	9,139
Deductions from earnings.		
Interest	4,000	7,459
Taxes	192	918
Net income	*660	762
To surplus account		762
Total surplus account		102

*Deficit.

OPERATING EXPENSES.

	Six mos. ending June 30, 1898.	Year ending June 30, 1899.
General expenses	$ 703	$ 3,183
Transportation expenses	4,194	12,539
Maintenance of way and buildings	667	7,185
" " equipment	454	2,061
Total	$6,018	24,968

STATISTICS OF TRAFFIC.

	Six mos. ending June 30, 1898.	Year ending June 30, 1899.
Passengers carried	200,609	657,391
Car miles run	87,773	225,741
Total receipts per car mile	$.109	$.151
Operating expenses per car mile	.068	.110

BALANCE SHEET.—Dated Jan. 1, 1900.

Assets.		Liabilities.	
Cost of road	$220,000	Capital stock	$160,000
" " equipment	100,000	Funded debt	160,000
Accrued interest	2,000	Coupons due	400
Cash	427	Accrued interest	2,000
Materials and supplies	1,500	Accounts payable	5,397
Current assets	5,825	Profit and loss (surplus)	1,955
Total	$329,752	Total	$329,752

PLANT AND EQUIPMENT.—Miles of track (electric), 16.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 20 cars, of which 16 are motor cars and 4 trail cars; Walker and Gen. Elec. dynamos, Walker and West. motors, Morse and Jackson & Sharp cars. Dorner & Dutton and Peckham trucks; rent power.

OFFICERS.—Pres. George E. Greene, V. Pres. W. M. Holmes, Sec. & Supt. E. H. Libby, Treas. I. E. Gibson.

DIRECTORS.—George E. Greene, L. E. Worden, Jos. Buckley, W. M. Holmes, I. E. Gibson, E. L. Bates, F. S. Donnell, F. H. White, J. B. Quackenbush.

GENERAL OFFICE, Hoosick Falls, N. Y.

Date of information, Feb., 1990. b z

HORNELLSVILLE, N. Y.

Population in 1880, 8,195, in 1890, 10,096.

The Hornellsville Electric Railway Co.—Chartered Dec. 16, 1891. Annual meeting first Saturday in July.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—*First mortgage 4 p. c. bonds, authorized and issued, $70,000; dated July 1, 1898, due 1918; denom. $500; int. payable Jan. and July.

*Issued to replace old 5 and 6 p. c. bonds.

OPERATION.—Year ending June 30,

	1894.	1895.	1896.	1897.	1898.	1899.
Receipts from pass.	$	$	$12,707	$11,896	$10,904	$11,700
" other sources.			516	1,551	7,054	2,060
" total	13,047	14,823	13,223	13,447	17,958	13,760
Operating expenses	14,115	12,304	12,983	13,040	11,891	12,079
Earn. from operation	*1,069	2,519	240	407	6,067	1,681
Deductions from earn.	2,876	3,243				
Interest			3,700	3,700	3,700	2,800
Taxes			601	558	411	458
Deficit	3,945	724	4,061	3,851	†1,956	1,577
Total deficit	4,810	5,534	9,595	13,446	11,489	13,066

*Deficit.

†Surplus; includes the receipt of $5,000 rent of track from Hornellsville & Canisteo Ry. Co, to 30 June 30, 1897.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 1,834	$ 2,032	$ 918	$ 1,199	$ 1,124
Transportation expenses	9,245	8,994	9,798	9,386	9,360
Main. of way and bldgs.	282	790	688	201	372
" " equipment	942	1,167	1,636	1,105	1,223
Total	$12,303	$12,983	$13,040	$11,891	$12,079

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Revenue passengers carried	255,263	264,796	250,695	218,077	204,406
Transfer " "					29,604
Car miles run	124,122	177,025	177,025	177,080	177,542
Total receipts per car mile	$.119	$.075	$.076	$.073	$.070
Operating exps. per car mile	.099	.074	.074	.067	.068

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$111,772	$116,907	$118,651	$118,812	$118,812
Bonds other companies	5,000		8,000		
Cash		39	106	62	85
Other assets	734	340	890	762	811
Profit and loss (deficit)	5,533	9,594	13,446	11,489	13,066
Total	$123,040	$126,880	$141,093	$131,125	$132,774

LIABILITIES.

Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt	50,000	56,000	70,000	70,000	70,000
Int. on funded debt due and accrued	2,500	3,700	3,700	3,700	2,800
Accounts payable	20,000	17,180	17,393	7,425	9,974
Due bank	540				
Total	$123,040	$126,880	$141,093	$131,125	$132,774

PLANT AND EQUIPMENT.—Miles of track (electric), 5.06; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. girder and T rail; 12 cars, of which 6 are motor cars and 6 trail cars; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. C. Adsit, V. Pres. F. D. Sherwood, Sec. De M. Page, Treas. & Supt. G. T. Rehn.

DIRECTORS.—Ira Davenport, New York; Geo. M. Brill, David L. Magruder, Philadelphia; Chas. Adsit, F. D. Sherwood, Susan G. Adsit, De Merville Page, Geo. T. Rehn, Hornellsville.

GENERAL OFFICE, 119 Main St., Hornellsville, N. Y.

Date of information, Feb., 1900. b z

The Hornellsville & Canisteo Railway Co.—Chartered May 2, 1892. Annual meeting first Saturday in July.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized and issued, $80,000; dated Oct. 1, 1898, due 1918; denom. $500; int. payable Apr. and Oct.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$15,925	$14,863	$15,363	$15,433	$14,783
" other sources	30	293	310	19	281
" total	15,955	15,156	15,673	15,452	15,064
Operating expenses	10,613	8,549	9,300	10,039	10,387
Earnings from operation	5,342	6,607	6,373	5,413	4,677
Deductions from earnings.					
Interest on bonds	4,200	4,200	4,200	4,200	3,200
Taxes	673	602	727	644	602
Rentals				5,000	
Net income	469	1,804	1,446	*4,431	875
Total surplus account	6,338	8,142	9,588	5,157	6,032

* Deficit includes $5,000 rental paid to Hornellsville Electric Ry. Co. for track to June 30. 1897.

OPERATING EXPENSES.

Year ending June 30.	1895.	1896.	1897.	1898.	1899.
General expenses	$ 1,619	$1,322	$1,252	$ 946	$ 1,164
Transportation expenses	6,934	5,333	6,391	9,986	7,022
Main. of way and bld'gs	1,614	1,057	928	1,408	1,384
" " equipment	446	837	729	699	817
Total	$10,613	$8,549	$9,300	$10,039	$10,387

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896	1897.	1898.	1899.
Passengers carried	332,541	315,852	312,870	302,872	295,662
Car miles run	95,060	94,680	94,680	95,100	102,204
Total rects. per car mile.	$.168	$.161	$.166	$.162	$.147
Oper'g exps. per car mile	.111	.090	.098	.105	.101

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$117,548	$117,762	$117,894	$118,207	$118,207
Oth. perm. invest.(park)					16,800
Cash	816	2,121	567	151	1,026
Other assets		284	152		
Canisteo Valley Ry. Co.	174	175	175		
Total	$118,538	$120,342	$118,788	$118,358	$136,033
LIABILITIES.					
Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt	50,000	50,000	50,000	50,000	80,000
Int. on funded debt, due and accured	4,200	4,200	4,200	4,200	
Accounts payable	2,500	2,500	2,500	9,000	
Canisteo Valley Ry. bds.	5,500	5,500	2,500		
Profit and loss (surplus).	6,338	8,142	9,588	5,158	6,033
Total	$118,538	$120,342	$118,788	$118,358	$136,033

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 cars, of which 3 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. De M. Page, V. Pres. F. D. Sherwood, Sec. C. Adsit, Treas. & Supt. G. T. Rehn.

DIRECTORS.—Ira Davenport, New York; Geo. M. Brill, D. L. Magruder, Philadelphia; Chas. Adsit, F. D. Sherwood, Susan G. Adsit, De Merville Page, Geo. T. Rehn.

GENERAL OFFICE, 119 Main St., Hornellsville, N. Y.

Date of information, Feb., 1900. b z

HOT SPRINGS, ARK.

Population in 1880, 3,554, in 1890, 8,086.

Hot Springs Street Railroad Co.—This company is the successor to the Hot Springs Street R. R. Co.

CAPITAL STOCK, $500,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $200,000, dated June, 1, 1894, due 1924; int. payable June and Dec.; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.8; gauge, 4 ft.; 48 lb. T rail; 26 cars, of which 20 are motor cars and 6 trail cars; Gen. Elec. dynamos and motors, American cars.

OFFICERS.—Pres. S. W. Fordyce, Sec. C. E. Maurice, Treas. Man. & Pur. Agt. C. G. Convers, Ch. Engr. & Elecn. F. A. S. Williams.

GENERAL OFFICE, 615 Park Ave.

REFERENCES.—HOT SPRINGS STREET RAILROAD CO.—Description of road, Vol. X, July, '94, p. 441 (ill.); Vol. X, Souv., '94, p. 50. HOT SPRINGS ELECTRIC LIGHT & POWER CO.—Description of road, Vol. X, July, '94, p. 443 (ill.); pleasure park, Vol. XIII, May, '97, p. 290.

Date of information, Feb., 1899. z

Fountain & Suburban Railroad Co.—This company is controlled by the Hot Springs Street R. R. Co.

CAPITAL STOCK, $20,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 1; gauge, 4 ft. 8½ in.; 35 lb. T rail.

Date of information, Feb., 1899. z

HOUSTON, TEX.

Population in 1880, 16,513; in 1890, 27,557; in 1897, 66,771.

Houston Electric Street Railway Co.—This is a reorganization of the Houston City Street Ry. Co., which was sold under foreclosure of mortgage on May 5, 1896, to parties representing the bondholders. Annual meeting, second Tuesday in Mar. This company controls a franchise granted on Oct. 23, 1890, for 35 years.

CAPITAL STOCK, authorized, $1,000,000, issued, $428,000; par value, $100 per share.

FUNDED DEBT.—Consolidated mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $880,000; in treasury, $120,000; dated Sept. 1896, due 1916; denom. $500 and $1,000; int. payable Mar. and Sept., at office of International Trust Co., of Boston, trustee of mortgage.

Income mortgage 6 p. c. bonds, issued, $775,000; dated 1896, due 1917.

NOTE.—Treasury bonds may be issued for improvements and extensions at $10,000 per mile for new construction.

The consolidated mortgage bonds may be called for payment at 105 and accrued interest after 1916. Sinking fund of 15 p. c. of net earnings begins 1899, and after Jan., 1906, is limited to 5 p. c. of outstanding bonds.

OPERATION.—Year ending Dec. 31,

	1897.	1898.
Receipts from passengers	$187,565	$196,129
" other sources	4,331	8,710
" total	191,896	204,839
Operating expenses	125,809	140,574
Net earnings	66,087	64,265
Deductions from earnings		
Interest on funded debt	46,105	48,276
Taxes	8,337	8,163
Net income	11,645	7,826

STATISTICS OF TRAFFIC.

Year ending Dec. 31, 1897.

Car miles run	1,228,972
Total receipts per car mile	$.156
Operating expenses per car mile	.102

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1897.	1898.
Cost of road and equipment	$1,968,700	$2,039,984
Real estate	138,783	133,226
Insurance unexpired premiums	1,149	2,720
Accounts receivable	2,545	8,864
Notes receivable	1,428	1,097
Judgments receivable		4,500
Cash on hand	3,034	25,355
Supplies on hand	17,637	13,018
Treasury stock	572,000	572,000
Miscellaneous stock and bonds	21,500	21,500
Total	$2,726,776	$2,821,264
LIABILITIES.		
Capital stock	$1,000,000	$1,000,000
Funded debt	867,300	867,300
Income bonds	775,000	775,000
Notes payable	2,500	16,800
Accounts payable	6,430	3,764
Paving assessment payable		45,814
Accrued taxes	2,258	7,952
" interest	11,277	38,640
Profit and loss (surplus)	62,010	65,994
Total	$2,726,776	$2,821,264

PLANT AND EQUIPMENT.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 45 lb. 65 lb. and 75 lb. T rail; 63 cars, of which 51 are motor cars and 12 trail cars; Allis engines, Gen. Elec. dynamos and motors, Brill, Stephenson, St. Louis and Brownell cars; McGuire, Bemis and Johnson trucks.

OFFICERS.—Pres. & Treas. A. N. Parlin, V. Pres. & Gen. Man. H. F. MacGregor, Sec. & Pur. Agt. F. J. De Merett, Asst. Teras. J. W. Payne, Supt. E. S. Ells, Ch. Engr. Elecn. & Ch. Engr. of Power Station Jno. F. Usener.

DIRECTORS.—A. N. Parlin, 32 Union St., Boston, Mass.; Austin Corbin, 192 Broadway, New York City; E. P. Hill, T. W. House, W. D. Cleveland, J. H. Kirby, H. F. MacGregor, F. A. Magee, George E. Smith.

GENERAL OFFICE, 502–4 Travis St., Houston, Tex.

REFERENCE.—Description of road, Vol. X, May, '94, p. 312 (ill.); Vol. X, Souv., '94, p. 44.

Date of information, May, 1899. x

HUDSON, N. Y.

Population in 1880, 8,670, 1890, 9,970.

Albany & Hudson Railway & Power Co.—This company is a consolidation of the Hudson St. Ry. Co., the Hudson Light & Power Co., the Kinderhook & Hudson R. R. Co., the Greenbush & Nassau Electric Ry. Co., the Citizens' Electric Light & Power Co., of Hudson, and the Kinderhook Power & Light Co. It is expected to construct an interurban line from Hudson to Albany. In Nov., 1899, contracts were given to reconstruct the entire line upon the third rail system, and in Feb., 1900, privileges to operate on the lines of the United Traction Co. in Albany were obtained.

CAPITAL STOCK, authorized, $2,500,000, issued, $2,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $2,000,000; int. payable at office of Colonial Trust Co., of New York City, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 39; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. T and girder rail; 14 cars, of which 10 are motor cars, and 4 trail cars; Gen. Elec. dynamos and motors; Ball & Wood engines; Brill and Stephenson cars.

OFFICERS.—Pres. Charles H. Werner, Sec. L. B. Grant, Treas. A. M. Young, Supt. H. A. Benedict.

GENERAL OFFICE, Hudson, N. Y.

Date of information, Feb., 1900. b x

Please note date of information at end of each report.

HULL, MASS.

Population in 1880, 383, in 1890, 989.

Hull Street Railway Co.—This road was consolidated, Mar. 1, 1898, with the Hingham Street Ry. Co., which, on July 15, 1899, was consolidated with the South Shore & Boston St. Ry.

Date of information, Dec., 1899. b

HULL, QUE.

Population in 1881, 6,890, in 1891, 11,265.

The Hull Electric Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 24.5; gauge, 4 ft. 8½ in.; 19 motor cars; 2 electric locomotives.

OFFICERS.—Pres. Alexander Fraser, V. Pres. W. J. Conroy, Sec. & Treas. W. R. Taylor, Supt. & Elecn. J. E. Brown, Pur. Agt. E. Seybold.

Date of information, Jan., 1900. z

HUNTINGTON, N. Y.

Population in 1880, 2,952, in 1890, 3,028.

Huntington Railroad Co.—Chartered May, 1890. Annual meeting second Wednesday in July. The Long Island R. R. Co. assumed entire control of this road on March 5, 1898.

CAPITAL STOCK, authorized and issued, $30,000; par value $10 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $30,000, issued, $26,000; coupon, but may be registered; dated 1890, due 1920; denom. $500; int. payable June and Dec.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.
Gross receipts	$5,726	$4,381	$4,737	$8,565
Operating expenses	2,937	2,841	3,545	12,249
Earnings from operation	2,789	1,540	1,192	*3,684
Deductions from earnings	1,538	1,532	1,308	1,568
Net income	1,251	8	*116	*5,252
Dividends paid	750	900	600	
To surplus account	501	* 892	*716	*5,252
Total surplus account	1,176	286	*430	*5,818

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$ 381	$ 378	$ 356	$ 1,382
Transportation expenses	2,217	1,752	2,843	7,233
Maintenance of way and bldgs.	179	71	26	2,250
" " equipment	160	640	320	1,384
Total	$2,937	$2,841	$3,545	$12,249

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	71,280	57,024	58,000	165,373
Car miles run	27,680	26,000	26,500	62,478
Gross receipts per car mile	$.207	$.169	$.179	$.137
Operating exps. per car mile	.105	.109	.133	.196

DIVIDENDS.—In 1891, 3 p. c.; in 1892, 4 p. c.; in 1893. 4 p. c.; in 1894, 2 p. c.; in 1895, 2½ p. c.; in 1896, 3 p. c.; in 1897, 3 p. c.; in 1898, 2 p. c.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equip	$56,085	$56,085	$102,445	$103,252
Cash assets	1,104	286	1,622	845
Other assets	99	178	140	383
Profit and loss (deficit)			430	5,818
Total	$57,288	$56,549	$104,637	$110,298
LIABILITIES.				
Capital stock	$30,000	$30,000	$30,000	$ 30,000
Funded debt	26,000	26,000	26,000	26,000
Other liabilities	111	264	48,637	54,298
Profit and loss (surplus)	1,177	286		
Total	$57,288	$56,549	$104,637	$110,298

PLANT AND EQUIPMENT.—Miles of track, (electric) 3; gauge, 4 ft. 8½ in.; 56 lb. T rail; 8 motor cars; Brill, Jackson & Sharp cars.

OFFICERS.—Pres. W. H. Baldwin, Jr., V. Pres. Geo. D. Pratt, Aud. A. B. Bierck, Sec. & Treas. A. C. Bedford, Elecn. F. Tryon, Jr.

DIRECTORS.—W. H. Baldwin, Jr., Geo. D. Pratt, A. B. Bierck. A. C. Bedford, W. F. Brown, J. M. Brush, Jno. F. Wood, E. D. Davidson.

GENERAL OFFICE, at office of L. I. R. R., 32 Nassau Street, New York City.

Date of information, Dec., 1899. b

HUNTINGTON, W. VA.

Population in 1880, 3,174, in 1890, 10,108, in 1894, 15,000.

Consolidated Light & Railway Co.—Chartered July 10, 1892, for 40 years. Annual meeting second Friday in July. This is a consolidation of the Huntington Electric Light & Street Ry. Co. and the Huntington Belt Line. The company owns the gas works, and arc and incandescent lighting plant of Huntington.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated Aug. 27, 1893, due, 1923; denom, $1,000; int. payable Feb. & Aug., at First National Bank of Huntington; trustee of mortgage, Campbell & Holt.

Second mortgage 8 p. c. gold coupon bonds, authorized, $30,000, issued, $24,000 (see Note), in treasury Jan. 1, 1900, $21,000; dated Jan. 1, 1894, due, 1904; denom. $50; int. payable Jan. and July, at First National Bank, of Huntington; trustee of mortgage, Thomas A. Wyatt.

NOTE.—$15,000 of second mortgage bonds have been redeemed and $9,000 only is now outstanding.

BALANCE SHEET.—Dated Jan. 21, Dec. 31

ASSETS.	1898.	1899.	1899.
Property account	$408,842	$412,137	$419,847
Cash	3,745	8,768	10,140
Bills and accounts receivable	4,537	4,196	4,400
Total	$417,124	$425,101	$434,387
LIABILITIES.			
Capital stock	$250,000	$250,000	$250,000
Funded debt	121,000	115,000	109,000
Accrued interest	2,627	2,560	2,360
Accounts payable	2,735	968	1,584
Other liabilities	1,265		
Profit and loss (surplus)	39,497	56,573	71,443
Total	$417,124	$425,101	$434,387

PLANT AND EQUIPMENT.—Miles of track, 11; operated by electricity, 10, by horses, 1; gauge, 4 ft. 8½ in.; 42 lb., 56 lb. and 60 lb. girder and T rail; 3 horses, 16 cars, of which 1 is a horse car, 11 are motor cars and 4 trail cars; Hamilton-Corliss. Taylor and Buckeye engines, West. dynamos and motors, Laclede and St. Louis cars, McGuire and Dorner & Dutton trucks.

OFFICERS.—Pres. J. L. Caldwell, V. Pres. F. F. McCullough, Sec. Gen. Man. & Pur. Agt. W. W. Magoon, Treas. Geo. F. Miller, Ch. Engr. & Ch. Engr. of Power Station W. P. Cassler, Elecn. J. W. Sturgeon, Mast. Mech. E. Crawford.

DIRECTORS.—R. A. Goodwin, Rufus Switzer, J. L. Caldwell, B. W. Foster, Geo. F. Miller, C. Molter, F. F. McCullough, D. W. Emmons, Huntington; D. I. Smith, Guyandotte, W. Va..

GENERAL OFFICE, 904 Third Ave., Huntington, W. Va.

Date of information, Jan., 1900. z

HUTCHINSON, KAN.

Population in 1880, 1,540, in 1890, 8,682.

Hutchinson Street Railway Co.—Chartered Sept. 9, 1886, for 40 years. Annual meeting Sept. 1.

CAPITAL STOCK, authorized, $100,000, issued, $45,000.

FUNDED DEBT, authorized, $100,000, issued, none.

PLANT AND EQUIPMENT.—Miles of track (horse), 8; gauge, 4 ft. 6 in., 20 lb. T rail; 40 horses, 14 horse cars; Brownell and Laclede cars.

OFFICERS.—Pres & Gen. Man. L. A. Beebe; Sec. & Treas. W. S. Yeager.

GENERAL OFFICE, Main and Sherman Sts.

Date of information, Apr., 1899. c z

INDIANAPOLIS, IND.

Population in 1880, 75,076, in 1890, 105,436, in 1897, 169,155.

Indianapolis Street Railway Co.—Chartered Mar. 7, 1899, as the successor by purchase of the Citizens' Street Ry. Co. and the City Ry. Co., and took possession of the lines on May 3, 1899, and since then extensive reconstruction work has been carried nearly to completion.

Capital Stock, authorized and issued, $5,000,000; par value, $100 per share.

Funded Debt.—First mortage 4 p. c. gold bonds, authorized, $7,000,000; issued, $3,750,000; held in escrow, $1,000,000 (see Note); coupon, but may be registered; dated July 1, 1899, due 1933; denom. $1,000; int. payable Jan. and July at office of Guarantee Trust & Safe Deposit Co., of Philadelphia, Pa., trustee of mortgage.

Citizens' Street Ry. Co.'s first mortgage 6 p. c. bonds, $300,000; dated Aug. 11, 1881, due July 1, 1901; denom. $1,000; int. payable Jan. and July, in Philadelphia: trustee of mortgage, Albert G. Porter, of Indianapolis.

Please note date of information at end of each report.

Citizens' Street R. R. Co.'s second mortgage 6 p. c. bonds, authorized, $800,000, issued $700,000; dated June 1, 1892, due 1900, or earlier at option of company; denom. $1,000; int. payable June and Dec.; trustees of mortgage, Illinois Trust & Savings Bank, of Chicago, and J. J. Mitchell. By an agreement recorded May 1, 1896, the company was granted a two years' extension of time on these bonds to June 1, 1898, and has since secured a further extension to June 1, 1900.

Citizens' Street R. R. Co.'s first consolidated mortgage 5 p. c., gold bonds, authorized, $4,000,000, issued, $3,000,000, in escrow (see Note), $1,000,000; coupon, but may be registered; dated, May 1, 1893, due, 1933; denom. $1,000; int. payable May and Nov., at office of company and of the Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage.

Note.—$1,000,000 of the first mortgage bonds are held in escrow to retire the Citizens' Street R. R. Co.'s first and second mortgage bonds described above.

Plant and Equipment.—Miles of track (electric), 111; gauge, 4 ft. 8½ in.; 38 lb. to 95 lb. Johnson girder rail; 288 cars, of which 196 are motor cars and 92 trail cars; Allis and Wheelock, engines; Gen. Elec. and West. dynamos and motors, Pullman and St. Louis cars.

Officers.—Pres. Hiram P. Wasson, V. Pres. & Gen. Man. H. J. McGowan, Sec. Henry Jameson, Treas. & Asst. Sec. W. F. Milholland.

Directors.—Henry Jameson, Harold Hibben, Geo. Brown, H. P. Wasson and Julius A. Lemeke, of Indianapolis, Randall Morgan, of Philadelphia, Hugh J. McGowan, Kansas City, Mo.

General Office, Illinois & Washington Sts., Indianapolis, Ind.

References.—Description of road, Vol. VI, Oct., '90, p. 474 (ill.). Vol. VII, Jan., '91, p. 7; Vol. X, Aug., '94, p. 508 (ill.); power plant; Vol. VI, Aug., '90, p. 382 (ill.); boiler accident, Vol. X, Oct., '94, p. 610; increase of bonds, Vol. IX, June, '93, p. 419; change of owners, Vol. IX, Jan., '93, p. 66; annual report, Vol. IX, Feb., '93, p. 129; a peculiar grounding burnout, Vol. IX, May, '93, p. 274; franchise decision, Vol. X, Dec., '94, p. 794. INDIANAPOLIS ST. RY.—Description of road, Vol. VIII, Aug., '92, p. 468 (ill.); franchise decision, Vol. XIII, May and Aug., '97, pp. 318 and 483; status of company, Vol. XV, Aug., '99, p. 512 (ill.).

Date of information, Feb., 1900. x

Broad Ripple Traction Co.—This company is the successor by purchase at foreclosure sale on July 15, 1899, of the Indianapolis & Broad Ripple Transit Co., which was chartered Aug. 4, 1890, for 50 years. Municipal franchise granted July 20, 1894, for 50 years. Annual meeting first Thursday in Aug.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 5 p. c. registered gold bonds, authorized and issued, $400,000; dated 1899, due 1929; denom. $1,000; int., payable at office of Guarantee Trust & Safe Deposit Co., Phila., Pa., trustee of mortgage.

Plant and Equipment.—Miles of main line, 5, of second track, 1.5, of sidings, 1, total track (electric), 7.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 20 cars, of which 10 are motor cars and 10 trail cars; Gen. Elec. dynamos and motors, Brill and Fowler cars.

Officer.—Pres. John B. Warner.

General Office, Indianapolis, Ind.

Date of information, Feb., 1900. x

Indiana Traction Co.—Chartered in 1897, in perpetuity. Municipal franchises granted in 1897-8 for 30 to 99 years. Annual meeting in Nov. This company is the successor, by purchase in Nov., 1897, to the Indianapolis, Anderson & Marion Ry. Co. The franchises and property of this company were sold to the Marion St. Ry. Co., Marion, Ind., which is now a part of the system of the Union Traction Co. of Ind., Anderson, Ind. (which see).

Capital Stock, authorized and issued, $500,000.

Funded Debt.—First mortgage 6 p.c. gold coupon bonds, authorized and issued, $500,000; dated Jan. 1, 1898, due 1918; denom. $1,000; int. payable July and Dec., at office of Continental Trust Co., trustee of mortgage.

Directors.—N. J. Clodfelter (Pres.), Frank A. Maus, C. G. Lohman, Indianapolis, Ind.; L. N. Downs, Dee Allen, Battle Creek, Mich.; J. T. Sullivan, Summitville, Ind.; W. R. Pearson, Fairmount, Ind.

President's Office, Indianapolis, Ind.

Date of information, Jan., 1900. z

NEW CORPORATIONS.

Indianapolis & Martinsville Traction Co.—This company was organized to construct an electric railway from Indianapolis to Martinsville, through nine intermediate towns. It is understood that contracts have been made and construction work is to be rapidly carried to completion.

Capital Stock.—$750,000.

Funded Debt.—$750,000.

Plant and Equipment.—Miles of track (electric), 31.5; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 motor cars; 950 K. W. generators, 1,200 H. P. station plant, West. motors.

Officers.—Pres. P. Fitzgerald, V. Pres. & Gen. Man. J. C. Tarkington, Sec. J. T. Elliott, Jr., Ch. Engr. A. S. Van DeMerk.

General Office, 218 N. Meridian St., Indianapolis, Ind.

Date of information, Sept. 1899. z

Indianapolis, Greenwood & Franklin Railroad Co.—Construction work was begun Apr., 1896. The road was placed in operation Jan. 15, 1900.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated May 1, 1900, due 1930; denom $500; int. payable May and Nov. at Office of Union Trust Co., Indianapolis, trustee of mortgage.

Officers.—Pres. & Sec. Charles F. Coffin. Treas. & Gen. Man. Wm. G. Irwin, Supt. & Elecn. A. B. Hogue, Ch. Engr. L. Hege.

Directors.—Charles F. Coffin, John A. Polk, Wm. G. Irwin, D. O. Chenoweth, Joseph J. Irwin.

General Office, 525 Lemcke Bldg., Indianapolis, Ind.

Date of information, Feb., 1900. z

IOLA, KAN.

Population in 1880, 1,096, in 1898, 3,574.

Iola Rapid Transit Co.—This company was incorporated in May, 1898, and is now engaged in constructing an electric railway from Iola to Moran (6 miles.)

OFFICERS.—Sec. Alfred W. Beck.

DIRECTORS.—Alfred W. Beck, Wm. J. Evans, Geo. A. Bowlus, Wm. S. Hendricks, J. Earl Chastain, Louis L. Northrup and Eugene K. Taylor.

Date of information, Apr., 1899. c d

IRONTON, O.

Population in 1880, 8,857, in 1890, 10,939.

Ironton Electric Light & Railway Co.—This is the successor to the Ironton & Petersburg Street Ry. Co. In Mar., 1899, Edward Wilson was appointed receiver of this property.

CAPITAL STOCK, $300,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.6; gauge, 4 ft. 8¼ in.; 60 lb. T rail; 9 cars, of which 5 are motor cars and 4 trail cars; 60 H. P. station plant; Williams & Taylor engines, Wood dynamos, Gen. Elec. motors, St. Louis cars and trucks.

OFFICERS.—Pres. E. J. Hathorn, Sec. C. H. Worden, Treas. C. C. Miller, Gen. Man. Supt. & Pur. Agt. James J. Walsh, Ch. Engr. & Ch. Engr. of Power Station A. C. Humphreys, Elecn. Allen Thuma.

GENERAL OFFICE, Ft. Wayne, Ind.

Date of information, May, 1899. x z

IRONWOOD, MICH.

Population in 1890, 7,745, in 1899, 10,500.

Twin City General Electric Co.—Chartered 1890. The company operates two electric lighting plants and the local electric railroad.

CAPITAL STOCK, apportioned to railroad system, $75,000.

FUNDED DEBT.—Twin City Ry. Co.'s first mortgage 7 p. c. gold bonds, $25,000; dated 1891, due Nov. 2, 1911; int. payable in gold, May and Nov., at office of Wisconsin Trust Co., of Milwaukee, trustee of mortgage.

Mortgage, authorized, $125,000, issued, $100,000; trustee, Old Colony Trust Co., of Boston, Mass.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 5 motor cars; Allis engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. E. D. Nelson, V. Pres. H. M. Byllesby, Sec. & Treas. H. F. Jahn, Supt. & Pur. Agt. Geo. Beck.

Date of information, Dec., 1899. z

ITHACA, N. Y.

Population in 1880, 9,105, in 1890, 11,079.

Ithaca Street Railway Co.—Chartered Nov. 18, 1884. Annual meeting second Monday in July. This company leases the Cayuga Lake Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued $175,000; dated July 1, 1892, due 1922; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of New York.

Second mortgage 6 p. c. bonds, authorized and issued, $75,000; dated Jan. 2, 1894, due June 2, 1922; int. payable Jan. and July.

NOTE.—The company has guaranteed the first mortgage 6 p. c. bonds of the Cayuga Lake Electric Ry. Co., authorized and issued, $25,000; dated June 1, 1894, due 1922; int. payable June and Dec.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass	$	$61,206	$59,005	$59,127	$61,974
" other sources...		220	11,930	16,014	13,716
" total.....	55,820	61,426	70,935	75,141	75,690
Operating expenses....	31,966	32,744	42,302	46,760	48,062
Earnings from oper....	23,854	28,682	28,634	28,381	27,628
Deductions from earn..	16,806	17,595	19,106	29,037	23,646
Net income.....	7,048	11,087	9,527	*.656	3,982
Dividends paid.....		18,000	7,500	7,500	
To surplus account....		*6,913	2,027	*8,156	3,982
Total surplus account ..	27,338	20,424	22,451	12,563	33,044

DIVIDENDS, in 1896, 6 p. c.; in 1897, 2½ p. c.; in 1898, 2½ p. c.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses.....	$ 4,170	$ 5,019	$ 7,574	$ 9,482	$10,842
Transportation exps....	19,981	21,998	27,643	30,557	28,806
Main. of way and bldgs..	1,214	1,603	1,769	2,837	1,945
" " equipment....	6,601	4,124	5,316	3,884	6,469
Total.....	$31,966	$32,744	$42,302	$46,760	$48,062

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Revenue pass. carried....	1,544,519	1,281,563	1,309,142	1,303,911
Transfer " "				178,206
Car miles run.....	709,301	307,230	310,998	298,663
Total receipts per car mile	$.200	$.231	$.241	$.253
Operating exp. per car mile	.106	.138	.150	.160

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$495,798	$504,246	$517,444	$527,207	$538,448
Other permanent inve.	94,317	95,323	95,525	95,525	94,109
Cash.....	4,178	7,810	5,674	6,774	5,357
Bills receivable.....	928	31,050	4,281	2,277	
Due by agents.....	50	4,305			
Open accounts.....	13,086	3,355	3,059	1,581	4,330
Material and supplies..	1,711		5,203	5,418	6,330
Other assets.....		1,029	911	886	916
Total.....	$610,067	$647,118	$632,097	$639,668	$649,490
LIABILITIES.					
Capital stock.....	$250,000	$300,000	$300,090	$300,000	$300,000
Funded debt.....	275,000	275,000	275,000	275,000	275,000
Int. on funded debt due and accrued.....	3,695	7,625	7,625	7,625	7,625
Accounts payable.....	9,063	8,469	9,068		11,598
Loans.....	44,971	35,600	17,952	25,724	22,223
Bills payable.....				18,756	
Pro. and loss (surp)....	27,338	20,424	22,451	12,563	33,044
Total.....	$610,067	$647,118	$632,097	$639,668	$649,490

PLANT AND EQUIPMENT.—Miles of track (electric), 5.75; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T rail; 32 cars, of which 25 are motor cars and 7 trail cars; Ball and McEwen engines, Gen. Elec. dynamos and motors, Brill, Gilbert and Jackson & Sharp cars; water power to 800 H. P.

OFFICERS.—Pres. Edward G. Wyckoff, V. Pres. E. L. Fuller, Sec. & Treas. John A. Mortimore, Gen. Man. H. S. Cooper, Ch. Engr. J. N. Bennett.

DIRECTORS.—John A. Mortimore, Jared T. Newman, E. L. Fuller, Scranton, Pa.; Edward G. Wyckoff, Charles G. Hoyt, D. F. Van Vleet, R. C. Carpenter.

GENERAL OFFICE, Savings Bank Bldg., Ithaca, N. Y.

Date of information, Dec., 1899. b

Cayuga Lake Electric Railway Co.—Leased to the Ithaca Street Ry. Co. (which see).

JACKSON, MICH.

Population in 1880, 16,105, in 1890, 20,798, in 1894 (local estimates), 25,000.

Jackson Street Railway Co.—Chartered Mar. 3, 1891, for 30 years from Dec., 1890. This company has been placed in the hands of a receiver.

CAPITAL STOCK, authorized, $150,000, issued, 140,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $150,000, dated July, 1891, due 1911; denom. $1,000; int. payable Jan. and July, at the United States National Bank of New York; trustee of mortgage, Fidelity Loan & Trust Co., of Detroit.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 45 lb. T and girder rail; 18 cars, of which 10 are motor cars and 8 trail cars; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Receiver, W. A. Foote.

Date of information, Feb., 1899. z

JACKSON, MISS.

Population in 1880, 5,204, in 1890, 5,920, in 1899 (local estimates), 13,980.

Jackson Electric Railway, Light & Power Co.—Chartered Mar., 1898, as the successor to the Jackson City R.R. The new company commenced operation May, 1899.

CAPITAL STOCK.—$250,000.

FUNDED DEBT.—$250,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge 4 ft. 8½ in.; 45 lb. T rail, 9 motor cars; Gen. Elec. dynamos and motors. Corliss engines.

OFFICERS.—Pres. F. G. Jones, (Memphis, Tenn.), V. Pres. H. H. Corson, (Nashville, Tenn.), Sec. & Treas. S. T. Carnes, (Memphis, Tenn.).

GENERAL OFFICE.—Jackson, Miss.

Date of information, Jan., 1900. z

JACKSON, TENN.

Population in 1880, 5,377, in 1890, 10,039, in 1894 (local estimates), 12,500, in 1896 (local estimates), 14,331.

Jackson & Suburban Street Railroad Co.—This is a reorganization, in 1894, of the Jackson & Suburban Street Ry. Co. Annual meeting second Tuesday in May. The present company is preparing to change the road to electricity.

CAPITAL STOCK, authorized, $200,000, issued, $60,000.

FUNDED DEBT.—$60,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft.; 50 lb. T rail; 23 horses, 17 cars, of which 8 are motor cars and 9 trail cars; Ball engines, Walker dynamos and motors, St. Louis cars.

OFFICERS.—Pres. J. H. Hunter, V. Pres. G. C. Anderson, Sec. S. D. Hayes. Treas. J. L. Wisdom, Attys. Hayes & Bond, Supt. W. R. Hall, Ch. Engr. & Elecn. John Humphreys.

DIRECTORS.—J. H. Hunter, G. C. Anderson, J. W. N. Burkett, J. L. Wisdom, S. D. Hayes, C. G. Bond, J. H. Hirsch.

GENERAL OFFICE, Royal St., Jackson, Tenn.

Date of information, Feb., 1899. d z

JACKSONVILLE, FLA.

Population in 1880, 7,650, in 1890, 17,201, in 1898, (local estimate) 30,000.

Main Street Railroad Co.—Chartered Mar. 15, 1883.

CAPITAL STOCK, authorized and issued, $15,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $20,000, issued, $4,300; dated Feb. 1, 1893; due 1903; denom. $100 and $500; int. payable Feb. and Aug., at office of the Southern Savings & Trust Co., of Jacksonville, trustee of mortgage.

FRANCHISES.—Granted Nov. 16, 1892, for 25 years.

PLANT AND EQUIPMENT.—Miles of track (electric), 3, of road, 3; gauge, 4 ft. 8½ in.; 40 lb. T rail; 8 motor cars, Gen. Elec. and West. dynamos and motors, Brill and Stephenson cars; rent power.

OFFICERS.—Pres. S. B. Hubbard, V. Pres. W. A. Macduff, Sec. Treas. & Pur. Agt. Arthur F. Perry.

GENERAL OFFICE, 26 Main St., Jacksonville, Fla.

Date of information, Jan., 1900. z

Jacksonville Street Railway Co.—Chartered Dec. 23, 1879.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 5 ft.; 40 lb. and 50 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; Allis engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. D. F. Jack, V. Pres. M. F. Plant, Treas. J. M. Lee (Savannah, Ga.), Supt. M. E. Satchwell, Pur. Agt. M. F. Loughman, Ch. Engr. A. G. Bahe.

PRESIDENT'S OFFICE, Savannah, Ga. Superintendent's Office, Jacksonville, Fla. Pur. Agt. Office, 12 West 23rd Street, New York City.

Date of information, Jan., 1900. z

JACKSONVILLE, ILL.

Population in 1880, 10,927, in 1890, 12,935.

Jacksonville Railway Co.

CAPITAL STOCK, authorized, $50,000, issued, $33,450; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $75,000, issued, $35,000; dated Jan. 1, 1892, due 1912; int. payable Jan. and July, in New York; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 25 lb. to 45 lb. rail; 2 horses, 21 cars, of which 9 are motor cars and 12 trail cars; Gen Elec. and West. dynamos, Gen. Elec. and Detroit motors.

OFFICERS.—Pres. Wm. S. Hook, Sec. Marcus Hook, Treas. Francis Hook, Supt. Edward B. Kirk.

DIRECTORS.—Wm. S. Hook, Francis Hook, Marcus Hook.

GENERAL OFFICE, Jacksonville, Ill.

Date of information, Feb., 1899. z

JAMESTOWN, N. Y.

Population in 1880, 9,357, in 1890, 16,038.

The Jamestown Street Railway Co.—Chartered Oct. 18, 1883. Annual meeting third Monday in Oct.

CAPITAL STOCK, authorized, $250,000, issued, $100,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated Jan. 23, 1892, due 1922; denom. $1,000; int. payable Jan. and July, at office of State Trust Co., trustee of mortgage.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass.....	$82,085	$91,274	$85,003	$88,142	$90,743
" other sources.....	991	691	1,705	2,760	2,307
" total.....	83,076	91,965	86,708	90,902	93,050
Operating expenses.....	64,153	78,417	68,200	60,470	57,523
Earnings from oper.....	18,924	13,548	18,508	30,432	35,527
Deductions from earnings.					
Interest.....	18,000	18,000	18,000	26,272	26,500
Taxes.....	2,422	4,505	2,358	3,676	3,565
Net income.....	*1,498	*8,957	*1,851	484	5,462
To surplus account.....					5,462
Total surplus account.....	10,930	1,960	109	593	5,961

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses.....	$ 7,991	$14,041	$ 9,099	$ 6,398	$ 4,731
Transportation expenses.....	41,183	44,362	42,079	39,352	37,805
Maint. of way and buildings.	5,047	6,309	6,471	5,845	7,829
" " equipment.....	9,932	13,705	10,551	8,875	7,158
Total.....	$64,153	$78,417	$68,200	$60,470	$57,523

STATISTICS OF TRAFFIC.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Rev. pass. carried	1,846,145	2,472,913	1,824,697	2,398,584	2,044,332
Trans. " "					438,056
Car miles run.....	738,180	627,784	609,586	640,120	584,548
Total rec'ts per c. m.	$.113	$.147	$.142	$.142	$.159
Oper. exps. " "	.087	.125	.112	.089	.098

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.....	$310,307	$316,094	$322,152	$335,439	$355,326
" equipment.	201,083	204,504	215,790	218,555	218,951
Impro of Celeron...	68,070	98,659	104,262	103,942	103,942
Cash.....	137	137	137	137	137
Bills receivable....	43	43	43	43	43
Open accounts.....	*79,399	84,354	108,206	117,714	123,093
Material and sup...	8,635	8,010	6,711	5,144	2,273
Unsubscribed stock.	150,000	150,000	150,000	150,000	
Total.....	$817,675	$861,801	$907,301	$930,974	$803,765
LIABILITIES.					
Capital stock.....	$250,000	$250,000	$250,000	$250,000	$100,000
Funded debt.....	300,000	300,000	300,000	300,000	300,000
Bills payable.....	121,060	165,870	192,667	218,729	217,726
Other liabilities....	135,685	143,971	164,524	161,653	180,078
Profit and loss (sur.)	10,930	1,960	109	592	5,961
Total.....	$817,675	$861,801	$907,301	$930,974	$803,765

* Of this amount $75,050 is due for capital stock not assessed.

PLANT AND EQUIPMENT.—Miles of track (electric), 18.67; gauge, 4 ft. 8½ in.; 30 lb. to 70 lb. T and girder rail; 7 horses, 42 motor cars; Noye and Phœnix engines, Short, Walker and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. A. N. Broadhead, V. Pres. L. B. Warner, Sec. W. S. Cameron, Treas. S. B. Broadhead, Supt. & Pur. Agt. Geo. E. Maltby, Ch. Engr. & Ch. Engr. of Power Station, Chas. Palmer, Elecn. Victor Granberg, Foreman S. J. Heath, Asst. Foreman Austin Harvey.

DIRECTORS.—A. N. Broadhead, L. B. Warner, O. E. Jones, F. E. Gifford, W.S.Cameron, S. B.Broadhead, R.N. Marvin, Wm. Broadhead.

GENERAL OFFICE, Jamestown, N. Y.

REFERENCE.—Description of parks, Vol. XIII, Feb., '97, p. 94 (ill.); improvements, Vol. XV, July, '99, p. 463.

Date of information, Feb., 1900. b z

JANESVILLE, WIS.

Population in 1880, 9,018, in 1890, 10,836, in 1895 (local estimates), over 15,000.

Janesville Street Railway Co.—Chartered 1886, for 30 years, as a horse road; present company organized Mar., 1892. Annual meeting last Monday in Feb.

CAPITAL STOCK, authorized $125,000, issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $75,000; dated Oct. 1, 1892, due 1912; int. payable Apr. and Oct., at office of company; trustee of mortgage, Finance Co. of Pennsylvania.

DIVIDENDS.—In 1892, 6 p. c.; in 1893, 2 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. T rail; 10 cars, of which 7 are motor cars and 3 trail cars; A. & S. engines, Gen. Elec. dynamos, West. motors, St. Louis cars.

OFFICERS.—Pres. George W. Blabon, V. Pres. James Shearer, Sec. & Treas. Ed. L. Blabon, Gen. Man. & Pur. Agt. Geo. J. Hurd.

DIRECTORS.—G. W. Blabon, Philadelphia, Pa.; Alexander Graham, W. R. Proudfoot, Geo. L. Carrington, Geo. M. McKey.

GENERAL OFFICE, Power House, Academy St.

Date of information, Apr., 1899. c

JEFFERSONVILLE, IND.

Population in 1880, 9,357, in 1890, 10,666.

Jeffersonville City Railway Co.—Chartered Jan. 14, 1889, as a successor to the Ohio Falls Street Ry. Co. This property was sold at public auction in Aug., 1896, and the new owners will improve and extend the road.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $25,000; dated Apr. 1, 1892; due 1919, but subject to call on Apr. 1, 1893, and thereafter; int. payable Apr. and Oct.; trustee of mortgage, Columbia Finance & Trust Co., of Louisville.

NOTE.—The company has been in default on the interest of its bonds for a number of years.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft. 8½ in.; 20 lb. to 35 lb. steel T rail; 35 horses, 11 horse cars.

OFFICERS.—Pres. Sec. & Treas. E. J. Howard, V. Pres. G. J. Long, Supt. E Frazer.

GENERAL OFFICE, 57–59 Spring St.

Date of information, Aug., 1896.

JERSEY CITY AND NEWARK, N. J.

Population Jersey City in 1880, 120,722, in 1890, 163,000, in 1900, 185,000. Newark in 1880, 136,500, in 1890, 181,830, in 1900, 235,000.

North Jersey Street Railway Co.—Chartered June, 1894, to operate electric street railways in northern New Jersey. This company owns and operates the Newark and South Orange Ry. and leases the Consolidated Traction Co.'s lines for 999 years, at a rental, beginning with 1899, of 2% on the capital stock for the first three years, 2½% for 1902, 3% for 1903-1904, 3½% for 1905; and 4% thereafter. This company assumes all the liabilities of the Consolidated Traction Co. in addition to above rental.

Capital Stock, authorized and issued, $15,000,000.

Funded Debt.—The direct funded indebtedness of the company is $6,500,000, as follows:

First mortgage 4 p. c. gold bonds, authorized, $15,000,000, issued, $6,500,000, denom. $1,000; dated May 1, 1898, due 1948; int. payable May and Nov., at office of Manhattan Trust Co., of New York City, trustee of mortgage.

In addition to the above, the company has assumed $22,158,000 of underlying bonds as follows. (See companies named for detailed description).

	Outstanding.
Consolidated Traction Co.'s first mortgage bonds.....	$15,000,000
Newark Pass. Ry. Co.'s first consolidated mortgage bonds.	4,250,000
" " " " underlying securities.....	1,600,000
Jersey City & Bergen R. R. Co.'s first mortgage bonds...	258,000
Passaic & Newark Elec. Traction Co.'s first mortgage bonds	550,000
Rapid Transit Street Ry. Co. of Newark.....	500,000
Total.....	$22,158,000

Operation.—The following is a combination of the operating reports of the Passaic & Newark Electric Traction Co., from Jan. 1, 1897, to Jan. 1, 1898, (the date of its lease to the Consolidated Traction Co.,) and of the Consolidated Traction Co., the Newark & South

Orange Ry. Co., and the North Jersey St. Ry. Co., from Jan. 1, 1897, to June 1, 1898, (the date of consolidation of these three companies) and of the combined properties as a whole since that time:

Year ending Dec. 31,	1896.	1897.	1898.	1899.
Receipts from passengers.	$3,096,596	$3,274,953	$3,447,686	$3,737,003
" other sources....	23,728	28,671	24,622	20,502
" total.....	3,120,324	3,303,624	3,472,308	3,757,505
Operating expenses.....	1,675,415	1,639,416	1,669,725	1,780,047
Earnings from operation..	$1,444,909	$1,664,208	$1,802,583	1,977,458

Plant and Equipment.—Miles of track (electric), 235; 678 motor cars; Allis engines; West. & Gen. Elec. generators and motors; Babcock & Wilcox boilers; Brill, Laclede and St. Louis cars.

Officers.—Pres. E. F. C. Young, V. Pres. David Young, Sec. W. S. Johnson, Treas. E. N. Hill, Auditor E. D. Hibbs, Pur. Agt. Gordon Campbell, Gen. Supt. G. F. Chapman.

Directors.—A. J. Cassett, E. F. C. Young, Thomas Dolan, P. A. B. Widener John D. Crimmins, J. R. Shanley. L. D. Ward, W. L. Elkins, John F. Dryden, Peter Hauck, John F. Kehoe, F. O. Matthiesson, David Young, George F. Perkins, A. Q. Garretson.

General Office, 29 Exchange Place, Jersey City, N. J.

Date of information, Feb., 1900. z

Consolidated Traction Co.—Chartered Mar. 15, 1893. This company controls (by ownership of stock) and operates the

New Jersey Traction Co.
Jersey City & Bergen R. R. Co.
Newark Passenger Ry. Co.
The Newark Plank Road Co.
Jersey City, Harrison & Kearny R. R. Co.
Passaic & Newark Electric Traction Co.
Passaic & Newark Electric Ry. Co.
Newark & South Orange Ry. Co.
Bergen Point & Staten Island Ferry Co. (owns no street railway lines).
Port Richmond & Bergen Point Ferry Co. (owns no street railway lines).
It also leases the Rapid Transit Street Ry. Co., of Newark.

The property of this company is leased to the North Jersey Street Ry. Co. for 999 years, at an annual rental beginning with 1899, of 2% on the capital stock for 3 years; 2½% for one year; 3% for 2 years; 3½% for one year; and 4% thereafter. The North Jersey Street Ry. Co. assumes all the liabilities of this company.

Capital Stock, authorized and issued, $15,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, issued and $15,000,000; dated June 1, 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Manhattan Trust Co. of New York, trustee of mortgage.

Note.—The first mortgage bonds are a lien upon all the franchises, road and equipment which may be owned by the company, together with the following collateral securities: 10,000 shares of the stock of the Jersey City & Bergen City R. R. Co.; 6,465 shares of the Newark Plank Road Co., 1,000 shares of the Jersey City, Harrison & Kearny R. R. Co.; 60,000 shares of the Newark Passenger Ry. Co.; 5,000 shares of the New Jersey Traction Co.; 10,000 shares of the Passaic & Newark Traction Co., and 4,000 shares of the Port Richmond & Bergen Point Ferry Co.

Operation.—(See North Jersey Street Ry. Co.)

Plant and Equipment.—(See North Jersey Street Ry. Co.)

Officers.—Pres. B. M. Shanley, V. Pres. E. B. Gaddis, Sec. T. J. George, Treas. E. N. Hill, Audr. E. D. Hibbs, Gen. Sup. G. F. Chapman, Pur. Agt. & Elecn. G. Campbell, Ch. Engr. of Power Station J. G. Elliott.

Directors.—C. A. Griscom, R. C. Jenkinson, Jeremiah O'Rourke, E. B. Gaddis, M. T. Barrett, B. M. Shanley, B. M. Shanley, Jr., L. D. Ward, Albert Jennings, Henry Lembeck, W. J. Davis, John E. McArthur, Dudley Farand, James K. Corbiere.

General Office, 29 Exchange Place, Jersey City.

References.—Description of Newark power plant, Vol. XI, Jan., '95, p. 41 (ill); description of car house, Vol. XI, Feb.,' 95, p. 103 (ill.); description of repair shop, Vol. XII, Jan. '96, p. 14 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 607; description of road, Vol. XII, Aug., '96, p. 454 (ill.); car specifications, Vol. XII, Aug. '96, p. 490; fender record, Vol. XII, June, '96, p. 387.

Date of information, Feb., 1900. z

Jersey City & Bergen Railroad Co.—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 7 p. c. bonds, $258,000; dated Jan. 1, 1873, due 1903; denom. $1,000; coupon, but may be registered; int. payable Jan. and July.

References.—Description of road, Vol. VIII, Dec., '92, p. 720 (ill.); operating detail, transfers, Vol. IX, May, '63, p. 324 (ill.).

Date of information, Feb., 1900. z

Jersey City, Harrison & Kearny Railway Co.—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, issued, $100,000, paid in, $18,000.

Date of information, Feb., 1900. z

Newark Passenger Railway Co.—Chartered June 16, 1890. Leased on July 29, 1893, to the New Jersey Traction Co. for 999 years, at a rental of $60,000 for the first year, $90,000 for the second year, and $105,000 per annum thereafter. The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, issued $6,000,000.

Funded Debt, $5,850,000, substantially as follows:

First consolidated mortgage 5 p. c. gold bonds, authorized, $6,000,000, issued, $4,250,000, in escrow (see Note), $1,600,000, in treasury, $150,000; coupon, but may be registered; dated July 1, 1890, due 1930; denom. $1,000; int. payable Jan. and July, at office of the People's Bank, of Philadelphia; Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Consolidated Traction Co., of New Jersey.

Newark & Bloomfield Street Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $100,000; due Feb. 1, 1901; denom. $500 and $1,000; int. payable Feb. and Aug. at Newark; trustees of mortgage, C. G. Campbell and R. F. Ballantine.

Orange & Newark Street Ry. Co.'s consolidated mortgage 6 p. c. registered bonds, authorized and issued, $496,500; dated Apr. 1, 1885, due 1905; denom. $500 and $1,000; int. payable Apr. and Oct., at Newark; trustees of mortgage, T. Runyon and A. L. Dennis.

Essex Passenger Ry. Co.'s consolidated mortgage 6 p. c. bonds, authorized and issued, $753,500; dated Nov. 1, 1885, due 1905; denom. $500 and $1,000; int. payable May and Nov., at Newark; trustees of mortgage, E. Q. Keasby and G. G. Frelinghuysen.

Bellevue & Newark Horse Car R. R. Co.'s first mortgage 7 p. c. bonds, authorized and issued, $200,000; dated June 1, 1890, due 1900; int. payable June and Dec., at Newark; trustees of mortgage, D. Dodd and Alfred L. Dennis.

Newark & Irvington Street Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $50,000; dated June 1, 1890, due 1900; denom. $1,000; int. payable June and Dec., at Newark; trustees of mortgage, C. G. Campbell and R. F. Ballantine.

Note.—$1,600,000 of the consolidated bonds are held in escrow to retire the five issues above described.

Officers.—Pres. E. F. C. Young, Sec. T. J. George, Treas. E. N. Hill.

Reference.—Description of road, Vol. VIII, Feb., '92, p.79 (ill.).

Date of information, Feb., 1900. z

Newark Plank Road Co.—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, $162,000.

Funded Debt.—None.

Date of information, Feb., 1900. z

New Jersey Traction Co.—Chartered 1892. The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, authorized and issued, $500,000. The entire capital stock is in the treasury of the Consolidated Traction Co., of New Jersey.

Funded Debt.—None.

Date of information, Feb., 1900. z

Passaic & Newark Electric Traction Co.—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized $1,000,000, issued, $550,000; dated June 1, 1897, due 1937; int. payable June and Dec., at office of New Jersey Title Guarantee & Trust Co., of Jersey City. These bonds are guaranteed, principal and interest, by the North Jersey Street Ry. Co.

OPERATION.—Included in report of North Jersey Street Ry. Co., (which see).

Date of information, Feb., 1900. z

Rapid Transit Street Railway Co. of Newark.—Controlled by the North Jersey Street Ry. Co., through the lease to the Consolidated Traction Co., of New Jersey (originally to the Newark Passenger Ry. Co., in Feb., 1892), for a rental equivalent to fixed charges and 11.75 p. c. on $504,000 of the capital stock.

Capital Stock (trustees' certificates), $504,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Apr. 1, 1891, due 1921, but redeemable at 110 and interest on and after Apr.

1, 1901, at company's option; int. payable Apr. and Oct., at office of Fidelity Trust & Deposit Co., of Newark, trustees of mortgage.

Officers.—Pres. Gottfried Krueger, Treas. Cortlandt Riker.

Date of information, Feb., 1900. z

The Newark & South Orange Railway Co.—Chartered Apr. 6, 1865, as a successor to the Newark & South Orange Horse Car R. R. Co. The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, authorized and issued, $1,500,000.

Reference.—Description of road, Vol. X, Oct., '94, p. 603 (ill.).

Date of information, Feb., 1900. z

JOHNSON CITY, TENN.

Population in 1880, 685, in 1890, 4,161.

Johnson City & Carnegie Street Railway Co.—Charter and municipal franchise granted in 1892 in perpetuity. Annual meeting in Apr. In Apr., 1897, a number of the bondholders applied for a receiver for the company.

CAPITAL STOCK, authorized and issued, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in., 45 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Ellis cars; rent power.

OFFICERS.—Pres. E. Day, V. Pres. F. A. Stratton, Sec. Treas. Gen. Man. & Pur. Agt. J. E. Brading, Ch. Engr. J. A. Landon.

DIRECTORS.—F. A. Stratton, E. Day, A. M. Young, W. B. Hosmer, J. K. Smith, E. M. Bunall, E. H. Stevens.

Date of information, Feb., 1898. d z

JOHNSTOWN, PA.

Population in 1880, 8,380, in 1890, 21,805, in 1896, 38,728.

Johnstown Passenger Railway Co.—Chartered May 8, 1882.

CAPITAL STOCK, authorized, $250,000, issued, $210,200; par value, $50 per share.

FUNDED DEBT.—General mortgage 6 p.c. coupon bonds, authorized and issued, $250,000; denom. $1,000; dated May 27, 1890, due Mar. 1, 1910; int. payable Mar. and Sept., at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

FLOATING DEBT.—Bills payable July 1, 1896, $56,895.

NOTE.—A supplementary mortgage intended to more perfectly secure the general mortgage of May 27, 1890 (which was certified to by the trustees as of May 20, 1890, by a clerical error), was executed on July 16, 1891.

OPERATION.—Year ending

	June 30, 1895.	Dec. 31, 1896.	Dec. 31, 1897.	June 30. 1898.	June 30, 1899.
Passenger receipts	$94,926	$110,339	$104,679	$113,031	$131,715
Operating exp. and taxes.	52,009	58,019	59,097	58,870	61,773
Earnings from operating.	42,917	52,319	45,582	54,161	69,942
Deductions from earn.					
Taxes					3,613
Interest	19,844	18,897	21,090	22,048	20,669
Net income	23,073	33,423	24,492	32,113	45,660
Dividends paid	14,800	13,312	12,612	12,612	16,816
To surplus account	8.273	20,110	11,880	19,501	28,844
Total surplus				72,621	101,465

BALANCE SHEET.—Dated June 30.

ASSETS.	1897.	1898.	1899.
Cost of road	$425,569	$466,933	$545,624
" " equip	151,300	153,038	91,672
Cash on hand	17,300	10,145	11,486
Bills receivable	2,500	2,500	2,500
Total	$596,668	$632,616	$651,282
LIABILITIES.			
Capital stock	$210,200	$210,200	$210,200
Funded debt	250,000	250,000	250,000
Divid'ds unpaid	6,306	6,306	8,408
Loans	96,140	92,575	80,295
Sundries		914	914
Profit and loss (surplus)	34,021	72,621	101,465
Total	$596,668	$632,616	$651,282

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 78 lb. girder rail; 37 cars, of which 24 are motor cars and 13 trail cars; Ball and West. engines, West. motors, Stephenson cars.

OFFICERS.—Pres. Tom L. Johnson, V. Pres. & Treas. T. C. Du Pont, Sec. Supt. & Gen. Man. S. E. Young.

DIRECTORS.—Tom L. Johnson, A. J. Moxham, Herman Baumer, S. E. Young, T. C. Du Pont, J. H. Walters, W. K. Du Pont.

GENERAL OFFICE, Central Ave., Johnstown. Pres. office, 36 Nassau St., New York City.

REFERENCE.—Fire, Vol. IX, Apr., '93, p. 206.

Date of information, July, 1899. b

JOLIET, ILL.

Population in 1880, 11,657, in 1890, 23,264.

Joliet Railroad Co.—This is the successor, by purchase in July, 1896, to the Joliet Street Ry. Co. The capital stock of this company is now controlled by the American Railways Co., of Philadelphia.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—6 p. c. mortgage bonds, authorized and issued, $75,000; dated May 2, 1889, due 1904; int. payable May and Nov., at the office of the Portland Trust & Savings Bank, of Portland, Me., trustee of mortgage.

Consolidated mortgage 5 p. c. bonds, authorized, $400,000, in escrow to retire first mortgage bonds, $75,000; dated 1898, due 1918; trustee of mortgage, Portland Trust & Savings Bank, of Portland, Me.

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, ft. 8½ in.; 40 lb., 58 lb. and 70 lb. girder and T rail; 36 motor cars; McIntosh & Seymour engines, Gen. Elec. and West. dynamos and motors, Pullman and Brill cars.

OFFICERS.—Pres. W. F. Milliken, V. Pres., Geo. F. Duncan, Sec. & Gen. Man. W. B. McKinley, Treas. Henry P. Cox, Supt. & Pur. Agt. F. E. Fisher, Ch. Engr. & Ch. Engr. of Power Station Thomas Synnett, Elecn. Wm. Kelsh.

GENERAL OFFICE, 201 N. Ottawa St., Joliet, Ill.

REFERENCE.—Increase of stock, Vol. IX, Apr. '93, p. 270.

Date of information, Feb., 1900. x

KALAMAZOO, MICH.

Population in 1880, 11,937, in 1890, 17,853, in 1898, total population served about 70,000.

Michigan Traction Co.—Chartered in Dec., 1897, for 30 years. This is a consolidation of the Citizens' Street Ry. Co., of Battle Creek, and the Citizens' Street Ry. Co., of Kalamazoo. The company has constructed a line connecting the two cities, about 23 miles in length, with a loop to Gull Lake, 3.5 miles. In Feb., 1900, it was stated that the capital stock of this company was controlled by the Railways Company General, of Philadelphia.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized $600,000; dated Jan. 1900, due 1920; denom. $1,000; int. payable Jan. and July, at office of American Trust Co. of Philadelphia, trustee of mortgage.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 50; gauge, 4ft.8½ in.; 48 lb. and 60 lb.T and 90 lb. girder rail; 41 cars, of which 26 are motor cars and 15 trail cars; 600 K. W. generators, Gen. Elec. dynamos and motors, St. Louis cars; power rented.

OFFICERS.—Pres. & Gen. Man. L. N. Downs, Philadelphia; V. Pres. J. B. Macafee; Sec. Dee Allen, Battle Creek, Mich.; Treas. Taylor Faunce, Philadelphia; Supt. F. J. Griswold, Elecns. J. Shaul and E. Miers.

DIRECTORS.—L. N. Downs, D. Allen, Geo. S. Greene, L. Barrett, Jno. B. Macafee, S. B. Vrooman, F. J. Griswold.

GENERAL OFFICE, Kalamazoo, Mich.

REFERENCE.—Change of Owners, Vol. XIII, July, '97, p. 408.

Date of information, Feb., 1900. x z

KANKAKEE, ILL.

Population in 1880, 5,651, in 1890, 9,025, in 1894, 12,000.

Kankakee Electric Railway Co.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $50,000; issued, $20,000; dated July 1, 1891, due 1911; int. payable Jan. and July, at office of Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.25; gauge, 4 ft. 8½ in.; 50 lb. T rail; 9 cars, of which 7 are motor cars and 2 trail cars; West. dynamos and motors, Pullman cars.

OFFICERS.—Pres. Emory Cobb, V. Pres. Gen. Man. Supt. & Pur. Agt. C. H. Cobb, Sec. & Treas. W. C. Schneider.

REFERENCES.—Increase of stock, Vol. IX, May, '93, p. 344; description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, Feb., 1899. d z

The North Kankakee Electric Light & Railway Co.—Chartered May, 1892, for 20 years. Annual meeting second Tuesday in June.

CAPITAL STOCK, authorized, $100,000, and issued, $32,000.

Please note date of nformation at end of each report.

FUNDED DEBT.—First mortgage 7 p. c. coupon bonds, $25,000; dated 1893, due 1903; denom. $1,000; int. payable at Kankakee Savings Bank; trustee of mortgage, Thomas A. Sawyer.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.2; gauge, 4 ft. 8½ in.; 40 lb. and 57 lb. T and girder rail, 6 cars, of which 4 are motor cars and 2 trail cars; Phœnix engines, Gen. Elec. and Detroit dynamos and motors, St. Louis and Wells & French cars.

OFFICERS.—Pres. B. F. Uran, V. Pres. W. W. Bird, Sec. Henry Beckman, Treas. A. D. Ehrich, Gen. Man. Supt. & Pur. Agt. E. Powell, Elecn. Frank Disens.

GENERAL OFFICE.—Kankakee, Ill.

Date of information, Jan., 1900. z

KANSAS CITY, MO.

The combined population of Kansas City, Mo., and Kansas City, Kan., in 1880 was 58,985, and in 1890, 171,032.

Metropolitan Street Railway Co.—Chartered July 19, 1886. Annual meeting in June. This is a consolidation of the Corrigan Consolidated Street Ry. Co., the Kansas City & Rosedale Street Ry. Co., the South Suburban Ry. Co., the Kansas City Cable Ry. Co., the Grand Avenue Ry. Co. and the Kansas City & Independence Ry. Co. The company owns the capital stock of the Kansas City (Kan.) Elevated Ry. Co. and also controls the Kansas City Traction Co. and the West Side Ry. Co., of Kansas City, Mo. In June, 1895, the company's franchises were extended to 1925.

Capital Stock.—Common stock, authorized, $8,500,000, issued, $5,586,800; par value, $100 per share.

Funded Debt.—Corrigan Consolidated Street Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $893,000; dated July 1, 1886, due 1916; denom. $1,000; int. payable Jan. and July, in New York.

General mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,000,000; dated Sept. 1, 1889, due 1909; denom. $1,000; int. payable Mar. and Sept., in Boston.

Consolidated mortgage 5 p. c. gold bonds, authorized $8,500,000, issued, $3,721,000, in escrow (see Note), $4,779,000; coupon, but may be registered; dated May 1, 1895, due 1910; denom. $1,000; int. payable May and Nov. at Old Colony Trust Co., of Boston, trustee of mortgage.

Kansas City Cable Ry. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $1,050,000; dated April, 1887, due 1901; denom. $1,000; int. 5 p. c. payable Apr. and Oct., at office of New England Trust Co., of Boston, trustee of mortgage; and $300,000, dated Apr. 1, 1890, due 1901; denom. $1,000; int. 5 p. c. payable Apr. and Oct. at office of New York Security & Trust Co., New York.

Grand Avenue Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,200,000; coupon, but may be registered; dated July 10, 1888, due, July 10, 1908; denom. $1,000; int. payable Jan. 10 and July 10, at office of Central Trust Co., of New York, trustee of mortgage.

Kansas City Elevated Ry. Co.'s first mortgage gold bonds authorized and issued, $2,600,000; coupon, but may be registered; dated July 1, 1892, due 1922; denom. $1,000; int. 4 to 6 p. c. (see Note), payable Jan. and July, at office of Manhattan Trust Co., of New York.

South Side Street Ry. Co.'s first mortgage 5 p. c. bonds, $12,000; due June 1, 1899.

Note.—$4,550,000 of the consolidated mortgage bonds are held in escrow to retire at maturity the general mortgage bonds ($1,000,000), the Corrigan Consolidated St. Ry. Co.'s bonds ($1,000,000), the Kansas City Cable Ry. Co.'s bonds ($1,350,000), and the Grand Avenue Ry. Co.'s bonds ($1,200,000).

$229,000 of the consolidated mortgage bonds are held in escrow for improvements.

The company guarantees 6 p. c. int. on $600,000, of the first mortgage bonds (stamped "preferred") of the Kansas City Elevated Ry. Co., and upon the remainder (stamped "common") 3 p. c. per annum until July, 1895, and 4 p. c. thereafter.

Plant and Equipment.—Miles of track, 136; operated by electricity, 73, by cable, 63; gauge, 4 ft. 8½ in.; 56 lb. to 103 lb. c. b. and girder rail; 609 cars, of which 119 are motor cars, 147 are grip cars, 80 combination cable cars and 263 trail cars; 9,450 H. P. engines, Babcock & Wilcox boilers, A. & S., Hamilton & Wright and Allis engines, Gen. Elec. and Walker dynamos and Gen. Elec. motors, Laclede, Pullman, St. Louis and Stephenson cars, Bemis and St. Louis trucks.

Officers.—Pres. & Treas. C. F. Morse, V. Pres. & Gen. Man. W. H. Holmes, Sec. L. C. Krauthoff, Asst. Sec. & Audr. J. A. Harder, Asst. Gen. Man. C. F. Holmes, Asst. Gen. Supt. W. A. Satterlee, Ch. Engr. of Power Station D. W. Dozir, Elecn. Chas. Grover.

Directors.—C. F. Morse, Wallace Pratt, C. F. Adams, P. A. Valentine, W. H. Holmes, L. E. James, Norman B. Ream, C. F. Holmes.

General Office, 1500 Grand Ave., Kansas City, Mo.

References.—Description of road, Vol. VI, Mar., '90, p. 112 (ill.); conditions of consolidation, Vol. XI, May, '95, p. 322; description of road (brief), Vol. XII, Oct., '96, p. 607; description of track, Vol. XIII, Mar., '97, p. 169 (ill.); pleasure park, Vol. XIII, May, '97, p. 289, (ill.); operating detail, Vol. XIII, Aug., '97, p. 492 (ill.); description of road, Vol. XIV, Feb., '98, p. 67 (ill.).

Date of information, May, 1899. c

For map of road see page 126.

Brooklyn Avenue Railway Co.—Chartered in 1896, as the successor to the People's Cable Ry. Co., which was sold in Feb., 1896, to J. H. Lucas. This company also recently purchased and operates the property of the North East Electric Ry. Co. In Feb., 1899, it was stated a new company, known as the Central Electric Ry. Co., with capital stock of $2,500,000, had been incorporated to operate the combined properties.

Capital Stock, authorized and issued, $750,000; par value, $100 per share.

Funded Debt.—New mortgage, unknown.

North East Electric Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated 1896, due 1916; denom. $100 and $500; int. payable Jan. and July at office of North American Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track, 16.8, of which 9 miles are electric and 7.8 miles cable power (cable to be changed to electric power and 15 miles of extensions to be built in spring of 1899); gauge, 4 ft. 8 in.; 58½ lb. rail; 45 cars, of which 10 are motor cars, 15 are grip cars and 20 trail cars; 650 H. P. station plant; West. motors, Armington & Sims and Corliss engines, Brownell & Pullman cars.

Officers.—Pres. J. H. Lucas, V. Pres. J. H. Frost, Sec. & Treas. W. T. Johnson, Gen. Man. W. H. Lucas, Supt. & Pur. Agt. J. S. Linney, Elecn. & Ch. Engr. of Power Station F. L. Bloss.

Directors.—J. H. Lucas, J. H. Frost, W. T. Johnson, W. J. Smith, James Lillis.

General Office, Lexington & Prospect Aves., Kansas City, Mo.

Date of information, Feb., 1899. d x

Kansas City—Leavenworth Railway Co.—This company was incorporated in 1899, and is the successor to the Leavenworth & Lansing Ry. Co. Construction work on extension of road bed over private rights of way was commenced in Apr., 1899, and will be placed in operation by Jan. 1, 1900. Power plant and car barns are located at Wolcott, Kan.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—Issued, $600,000.

Plant and Equipment.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 60 lb. T rail, 20 motor cars, 1,200 H. P. Hamilton-Corliss engines.

Officers.—Pres. D. H. Kimberly, V. Pres. C. H. Ellison, Sec. H. W. Wolcott, Treas. C. O. Evarts, Ch. Engr. Z. T. Herndon.

General Office, Kansas City, Mo.

Date of information, Jan., 1900. z

East Side Electric Railway Co.—Chartered June, 1897, for 25 years. Municipal franchise granted Dec. 6, 1897, for 25 years. Commenced operation Nov. 7, 1899.

Capital Stock, $250,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 82 lb. Johnson c. b. rail; 12 motor cars; 600 H. P. station plant; A. & S. and St. Louis Corliss engines; S. & H. and Gen. Elec. dynamos, West motors, St. Louis cars and trucks.

Officers.—Pres. J. J. Hein, V. Pres. M. G. Hein, Sec. & Treas. Ferdinand Hein, Gen. Man. & Supt. W. O. Hands, Ch. Engr. Benjamin Zaiss, Elecn. H. Turner.

General Office, Nicholson & North Montgall Aves., Kansas City, Mo.

Date of information, Feb., 1900. z

The Kansas City, Lawrence & Topeka Railway Co.—This company was incorporated under the laws of Kansas in Sept., 1899, and has purchased the Lawrence & Emporia Ry., the Kansas City, Bonner Springs & Topeka Ry., the Lawrence Street Ry. and the East Side Circle Ry. The combined system, with extensions now being constructed, will be about 68 miles, and it is expected to enter Kansas City by traffic agreement over the lines of the Metropolitan St. Ry. Co.

Capital Stock, authorized, $2,000,000, paid in, $400,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,500,000, issued, $400,000.

Officers.—Pres. Henry G. Pert, V. Pres. C. C. Baker, Sec. Geo. Bensinger, Treas. W. A. Bunker.

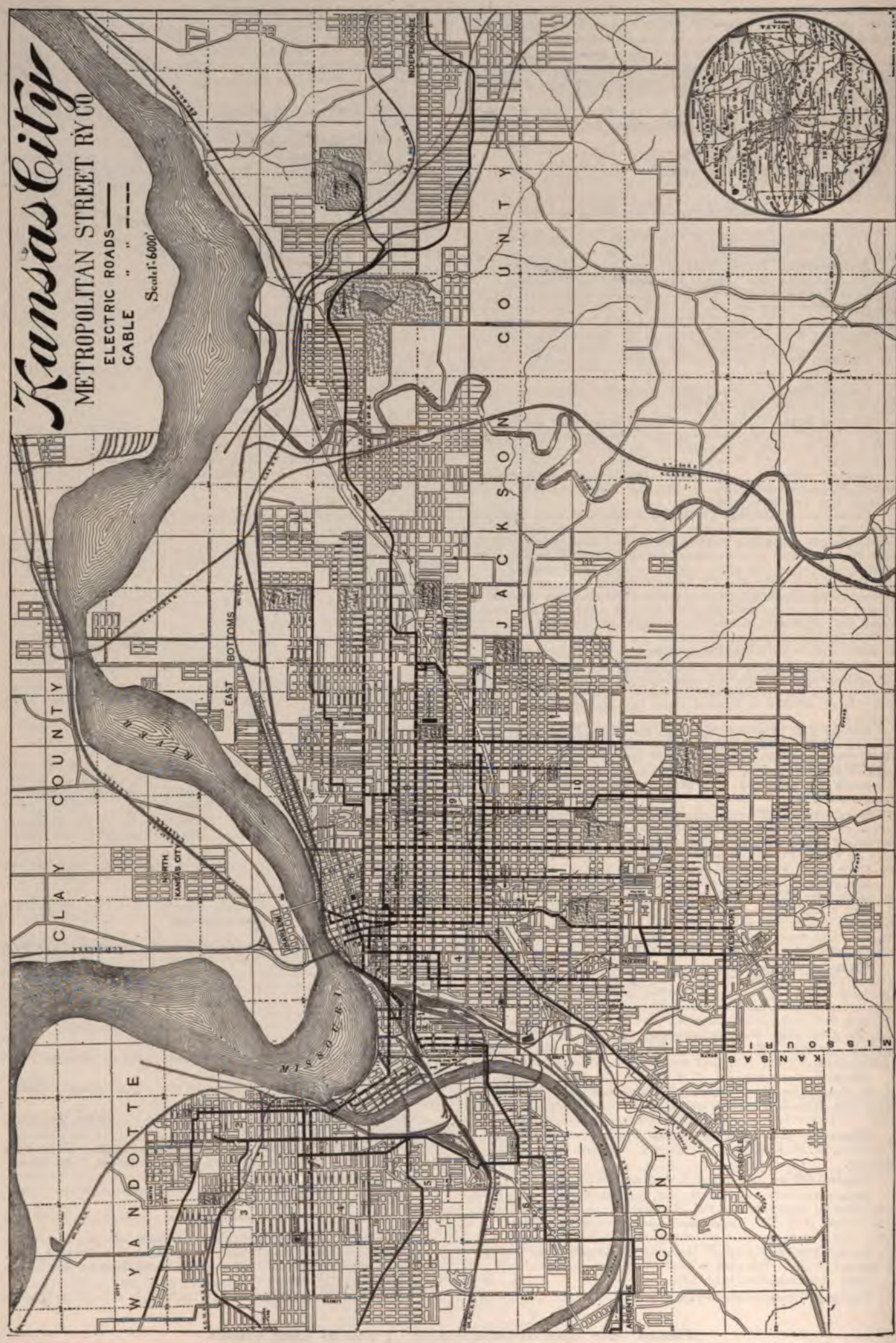
Directors.—H. G. Pert, C. C. Baker, G. Bensinger, W. A. Bunker, J. D. Bowersock, W. C. Endsley, J. W. McDaniel, J. W. Hirst.

General Office, Kansas City, Kan.

Date of information, Feb., 1900. x

North East Electric Railway Co.—This company is the successor, by purchase in Aug., 1896, to the North East Street Ry. Co. This property was recently purchased and is operated by the Brooklyn Ave. Ry. Co. (which see).

Date of information, Feb., 1899. d z


Kansas City
METROPOLITAN STREET RY CO
ELECTRIC ROADS
CABLE " "
Scale 1"-6000'
CLAY COUNTY
WYANDOTTE
JACKSON COUNTY
JOHNSON COUNTY
RIVER
MISSOURI
KANSAS
MISSOURI
INDEPENDENCE
NORTH KANSAS CITY
EAST BOTTOMS
WESTPORT
ROSEDALE
ARGENTINE

Westport & Waldo Railway.—Chartered Feb. 1894, for 49 years. Annual meeting Feb. 5. This road is operated by the Kansas City Interurban Railway Co., which also operates a number of steam roads in the vicinity of Kansas City.

General Office, 711 Main Street, Kansas City, Mo.

Date of information, Feb., 1899. x

KEOKUK, IA.

Population in 1880, 12,117, in 1890, 14,101.

Keokuk Electric Street Railway & Power Co.—This is the successor to the Keokuk Electric Ry. Co. In Mar., 1897, it was reported that this company had suspended operations.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 45 lb. to 56 lb. T rail; 15 cars, of which 11 are motor cars and 4 trail cars; Ball & Wood and Hamilton-Corliss engines, Gen. Elec. and West. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. J. C. Hubinger, Elecn. A. Gregory.

Date of information. Mar., 1897. d

KEYPORT, N. J.

Population of Keyport and Matawan Township in 1890, 6,594.

Keyport & Matawan Street Railroad Co —Chartered Mar. 26, 1891. Annual meeting first Tuesday in Mar.

CAPITAL STOCK, authorized $50,000, issued $30,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.	1897.	1898.
Gross receipts	$7,725	$6,571	$6,457	$6,934	$5,246	$5,423
Operating expenses	1,309	1,327	1,481	1,699	5,242	6,196
Earnings from operation.	6,416	5,244	4,966	5,235	4	*.773
Dividends paid		600	600	600		

*Deficit.

DIVIDENDS.—In 1893, 1894 and 1895, 2 p. c.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 38 lb. girder and side bearing rail; 24 horses, 6 horse cars.

OFFICERS.—Pres. R. R. Brown, Sec. Gen. Man. & Pur. Agt. A. M. Brown, Treas. Frank Bell.

Date of information, Jan., 1898. b

KEY WEST, FLA.

Population in 1880, 9,890, in 1890, 18,058.

Key West Electric Co.—Municipal franchise granted Jan., 1899, for 99 years. This company operates the Key West Street Car Co.

CAPITAL STOCK, authorized and issued, $300,000; par value $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; held in treasury $90,000, dated Jan., 1899, due 1929; denom. $1,000; int. payable Jan. and July, at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge 5 ft. 2½ in.; 60 lb. T rails; 15 cars, of which 7 are motor and 8 trail cars; 600 H. P. station plant; McIntosh & Seymour and Ball & Wood engines, Gen. Elec. & West dynamos, Gen. Elec. motors, Brill and St. Louis cars, Brill trucks.

OFFICERS.—Pres. John P. Laflin, Sec. Chas. L. Murphey, Treas. Walter H. Knight, Gen. Man. O. C. G. Urban.

DIRECTORS.—John P. Laflin, Albert S. Laflin, Walter H. Knight, Ralph H. Beach, Chas. L. Murphey.

GENERAL OFFICE, 20 Broad St., New York City.

Date of information, May, 1899. c

KINGSTON, N. Y.

Population in 1880, 18,344, in 1890, 21,261, in 1898 (local estimate), 25,782.

Kingston City Railroad Co.—Chartered June 5, 1879, for 99 years. Annual meeting second Wednesday in Oct.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT, authorized, $181,000, issued, $166,000. First mortgage 7 p. c. coupon bonds, $15,000; dated June 12, 1879, due 1909; denom. $500; int. payable Jan. and July, at office of company.

5 p. c. debenture bonds, $10,000; dated June 1, 1890, due 1900; denom. $500; int. payable June and Dec., at office of company.

Consolidated 5 p. c. bonds, authorized, $150,000, issued, $135,000; dated Mar. 1, 1893, due 1923; denom. $1,000; int. payable Mar. and Sept., at office of Farmers' Loan & Trust Co. of New York.

Bond and mortgage, $6,000, payable on demand; int., 5 p. c., payable quarterly.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$50,230	$52,682	$55,412	$60,745	$67,540
Operating expenses	31,404	31,366	35,600	38,412	42,527
Earnings from operation	18,826	21,316	19,811	22,333	25,013
Deductions from earnings	9,577	10,301	10,358	11,578	15,681
Net income	9,249	11,015	9,453	10,755	9,332
Dividends paid	9,000	9,000	9,000	9,000	9,000
Surplus	249	2,015	453	1,755	332
Total surplus account	4,531	6,546	6,999	8,754	7,337

DIVIDENDS.—In 1895-6-7-8-9, 6 p.c.

OPERATING EXPENSES.

Year ending June 30	1896.	1897.	1898.	1899.
General expenses	$ 3,163	$ 3,277	$ 3,229	$ 2,592
Transportation expenses	21,788	23,989	25,912	30,611
Maintenance of way and buildings	1,579	3,592	3,459	4,614
" " equipment	4,836	4,743	5,812	4,710
Total	$31,366	$35,600	$38,412	$42,527

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	1,029,631	1,073,435	1,188,675	1,350,806
Car miles run	187,650	197,032	220,125	225,125
Gross receipts per car mile	$.281	$.281	$.276	$.300
Operating expen's per car mile	.167	.181	.175	.188

BALANCE SHEET.—Dated June 30.

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road & equip.	$320,864	$321,663	$328,454	$357,113	$374,860
Cash assets	3,051	4,158	2,860	1,301	2,254
Other assets	878	767	5,357	2,493	
Total	$324,793	$326,688	$336,671	$359,607	$377,114
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt	166,000	166,000	166,000	166,000	166,000
Current liabilities	4,262	4,142	13,672	34,853	53,777
Profit & loss (surp.)	4,531	6,546	6,999	8,754	7,337
Total	$324,793	$326,688	$336,671	$359,607	$377,114

PLANT AND EQUIPMENT.—Miles of track (electric), 4.21; gauge, 4 ft. 8½ in.; 70 lb. girder rail; 26 motor cars; Payne engines, Gen. Elec. dynamos and motors; Pullman cars.

OFFICERS.—Pres. S. D. Coykendall, Sec. & Treas. Peter E. Schoonmaker, Gen. Man. & Pur. Agt. Geo. Coykendall, Audr. Oscar L. Eastman, Elecn. & Ch. Engr. T. C. Coykendall.

DIRECTORS.—S. D. Coykendall, Geo. Coykendall, Thos. C. Coykendall, Harry S. Coykendall, Peter E. Schoonmaker, Amos Van Etten, Edward Coykendall, Fredk. Coykendall.

GENERAL OFFICE, Rondout, N. Y.

REFERENCE.—Increase of stock, Vol. IX, Feb. '93, p. 128; Subway, Vol. XV, Dec., '99, p. 861 (ill.) maps.

Date of information, Feb., 1900. b z

Colonial City Traction Co.—Chartered Jan. 9, 1896, as the successor to the Colonial City Electric Ry. Co., whose property was sold under foreclosure of mortgage on Dec. 12, 1895, to C. S. Davison of New York, representing the bondholders, for $70,000. Annual meeting in Jan.

CAPITAL STOCK, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage, authorized and issued, $175,000, dated Apr. 24, 1899; second mortgage, authorized and issued, $75,000, dated Apr. 24, 1899.

OPERATION.—The Colonial City Electric Ry. Co. reported earnings for the year ending Sept. 30, 1895, and for the period from July 1, 1895, to Jan. 18, 1896 (then in hands of receiver). The report for the period from Jan. 19, 1896, to June 30, 1896, and for the year ending June 30, 1897 and 1898, is made by the Colonial City Traction Co.

Year ending June 30.	1896.	1897.	1898.	1899.
Gross receipts	$24,919	$26,750	$24,740	$27,300
Operating expenses	35,644	34,072	34,319	30,386
Deficit from operation	10,725	7,322	9,579	3,086
Deduc. from earnings	501	582	1,050	1,739
Net deficit	11,226	7,904	10,629	4,825
Total deficit				30,878

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$ 5,178	$ 3,793	$ 5,798	$ 3,910
Transportation expenses	22,168	22,692	22,363	21,313
Maintenance of way and buildings	2,222	2,347	2,364	2,465
" " equipment	6,076	5,240	3,794	2,698
Total	$35,644	$34,072	$34,319	$30,386

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.
Revenue passengers carried	495,708	548,039
Transfer " "	113,402	68,666
Car miles run	273,346	277,118
Total receipts per car mile	$.090	$.098
Operating expenses per car mile	.125	.109

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road and equipment	$357,746	*$500,000
Cash	88	
Profit and loss (deficit)	26,052	
Total	$383,886	$500,000

LIABILITIES.		
Capital stock	$175,000	$250,000
Funded debt	175,000	250,000
Current liabilities	33,886	
Total	$383,886	$500,000

*This road was purchased by a reorganization committee of the old bond and stockholders for $250,000 each of capital stock and bonds, which have been issued and delivered to committee, who, in addition, have supplied the necessary monies to supply deficiencies in operation and the cost of reconstruction and reequipment.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 2 horses; 14 motor cars; Ball & Wood engines, Gen. Elec. and West. dynamos and motors, St. Louis and Pullman cars, Diamond and Peckham trucks.

OFFICERS.—Pres. Chas. M. Preston, V. Pres. George Hutton, Sec. John E. Kraft, Treas. Abraham Hasbrouck, Man. Chas. H. Ledlie, Supt. Pur. Agt. & Ch. Engr. C. Gordon Reel, Elecn. C. J. McNelis, Ch. Engr. of Power Station Francis Gaffney.

DIRECTORS.—Chas. M. Preston, John E. Kraft, Gilbert D. B. Hasbrouck, Geo. Hutton, Abraham Hasbrouck, A. S. Newcomb, John N. Cordts, Luke Noone, August Belmont.

GENERAL OFFICE, Rondout, N. Y.

Date of information, Feb., 1900. b z

KINGSTON, ONT.

Population in 1891, 19,264.

Kingston, Portsmouth & Cataraqui Electric Railway Co.

CAPITAL STOCK, $200,000.

FUNDED DEBT.—First mortgage 4 p. c. gold bonds, authorized and issued, $200,000; dated Jan. 1, 1894, due 1914; int. payable Jan. and July at office of the company.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 55 lb. and 65 lb. T rail; 18 motor cars; Inglis engines, Can. Gen. Elec. dynamos and motors, various cars.

OFFICERS.—Pres. Ira A. Breck, V. Pres. & Man. B. W. Folger, Sec. & Treas. I. Bawden, Geo. Osborne, Supt. Hugh Nickle, Elecn. James Halliday.

REFERENCE.—Description of road, Vol. XI, Souv., '95, p. 39(ill.).

Date of information, Apr., 1899. c

KITTANNING, PA.

Population, Kittanning, 5,200, Ford City, 3,800.

Kittanning & Ford City Street Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft; 8½ in.; 4 motor cars; power rented while building power house.

OFFICERS.—Pres. F. A. Moesta, Sec. John T. Crawford, Treas. Jas. McCullough, Jr., Ch. Eng. A. B. Norton.

DIRECTORS.—F. A. Moesta, John T. Crawford, Jas. McCullough, John F. Heilman, Jas. A. Gault.

GENERAL OFFICE, 153 Jefferson St., Kittanning, Pa.

Date of information Jan., 1900. z

KNOXVILLE, TENN.

Population in 1880, 9,693, in 1890, 22,535.

Knoxville Traction Co.—Chartered Mar. 30. 1898, as a consolidation of the Knoxville Street R. R. Co., Union Ry. Co., Citizens' Street Ry. Co., and West End Street R. R., all of whose bonds and stock have been surrendered and cancelled. All of the electric lighting and power plants of Knoxville have been consolidated and are now owned by this company, which has placed their stocks and bonds as security for its own mortgage bonds.

CAPITAL STOCK, authorized and issued, $750,000.

FUNDED DEBT—First mortgage 5 p. c. gold bonds, authorized and issued, $850,000, due, 1938; denom. $1,000; int. payable Apr. and Oct. at office of Baltimore Trust & Guarantee Co., of Baltimore, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 56 cars, of which 38 are motor cars and 18 trail cars; Gen. Elec. dynamos and motors; Brill, Pullman and Newcastle cars.

OFFICERS.—Pres. Frank S. Hambleton (Baltimore, Md.); V. Pres. & Gen. Man. C. C. Howell, Sec. C. H. Harvey, Treas. W. S. Shields, Supt. R. K. Howard.

Date of information, Apr., 1899. c d

Fountain Head Railroad Co.—Chartered May, 1889.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (steam), 5.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 11 cars, of which 7 are passenger cars and 4 freight cars, 3 dummies; Baldwin engines, Brill cars.

OFFICERS.—Pres. G. Borgfeldt, V. Pres. Curtis Cullen, Sec. James Dunne, Treas. J. Kahle, Gen. Man. & Pur. Agt. R. M. Doll, Jr.

GENERAL OFFICE, 703 Broadway, Knoxville, Tenn.

Date of information, Jan., 1900. z

KOKOMO, IND.

Population in 1880, 4,042, in 1890, 8,260, in 1897, 12,300.

Kokomo Street Railway Light & Power Co.—This company owned the Kokomo City Street Railway Co., and having purchased at receiver's sale on Nov. 12, 1898, all property of the Citizens' Light & Power Co., will make extensions and additions to power plant and equipment without delay. It also has a 10 year contract for lighting the city.

CAPITAL STOCK, authorized, $100,000, issued, $75,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $75,000; dated Nov. 1, 1892, due 1912; int. payable Mar. and Nov.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge 4 ft. 8½ in.; 35 to 60 lb. T rail; 13 cars, of which 10 are motor cars and 3 trail cars; new 500 H. P. Cross Compound engine, 3 new boilers, 250 H. P. each, in addition to Dick & Church engines, Detroit dynamos and motors, St. Louis and Brownell cars.

OFFICERS.—Pres. W. H. Stevens, Detroit, Mich., Trus. F. Woodruff, Sec. & Treas. W. P. Stevens, Gen. Man. & Pur. Agt. C. L. Harry, Supt. & Elecn. M. L. Harry, Con. Engr. Gilbert Wilkes, Detroit, Mich., Ch. Engr. of Power Station G. W. Calkins.

GENERAL OFFICE, 22 E. Sycamore St., Kokomo, Ind. President's office, 904 Hammond Building, Detroit, Mich.

Date of information, Feb., 1899. d z

Kokomo, Wabash & Northern Railroad Co.—This company was organized to construct an electric railway from Kokomo to Wabash, passing through Greentown, Converse, Pleona and Somerset, about 36 miles in length.

CAPITAL STOCK, authorized, $300,000.

FUNDED DEBT.—Unknown.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 40; gauge, 4 ft. 8½ in.; 60 lb. T rail.

OFFICERS.—Pres. Warren Bigler, V. Pres. D. C. Jenkins, Sec. J. M. Harter, Treas. W. E. Blackledge.

DIRECTORS.—Warren Bigler, Jacob R. Bruner, R. F. Lutz, James Lynn, Wabash; George W. Landon, James O. Johnson, Kokomo; D. C. Jenkins, Greentown; Roscoe Kimple, Converse.

GENERAL OFFICE, Kokomo, Ind.

Date of information, July, 1899. x

LACONIA, N. H.

Population in 1880, 3,740, in 1890, 6,143, in 1895, (local estimates), 10,000.

Laconia Street Railway.—Chartered in 1881. Annual meeting in Jan. This company was reorganized Aug., 1898, and the road has been changed to electric power with additional buildings, extensions and equipment.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share. Dividends payable annually in Feb.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $91,000, not yet issued; dated 1899, due 1919; int. payable May and Nov.

OPERATION.—Year ending

	Dec. 31, 1895.	Dec. 31, 1896.	Dec. 31, 1897.	June 30, 1898.	June 30, 1899.
Receipts from pass.	$11,364	$ 9,891	$ 8,539	$ 8,085	$13,063
" other sources...	1,118	1,143	941	1,039	895
" total	12,482	11,034	9,480	9,124	13,958
Operating expenses	9,765	9,243	7,590	8,440	11,437
Earnings from operation.	2,717	1,791	1,890	684	2,521

Please note date of information at end of each report.

Deductions from earnings.	1895.	1896.	1897.	1898.	1899.
Int. on floating debt.	855	480	487	480	1,102
Taxes		525	510	570	1,026
Net income	1,862	785	893	*306	393
To surplus account	1,862	785	893		
Total surplus account	7,145	5,410	6,153	4,743	†1,718

DIVIDENDS.—In 1893, 5 p. c.; in 1894, 4 p. c.

*Deficit.

†After charging off $3,418 on account of depreciation of equipment.

STATISTICS OF TRAFFIC.

Year ending June 30, 1899.

Passengers carried	278,175
Car miles run	99,500

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1895.	Dec. 31, 1896.	Dec. 31, 1897.	June 30, 1898.	June 30, 1899.
Cost of road	$29,250	$29,718	$29,698	$29,698	$106,157
" equipment	34,611	32,903	33,522	15,704	33,998
Other permanent invest.				17,827	52,191
Cash assets	2,783	1,288	933	745	4,173
Materials and supplies					1,157
Total	$66,644	$63,909	$64,153	$63,974	$197,676
LIABILITIES.					
Capital stock	$50,000	$50,000	$50,000	$50,000	$100,000
Bills payable	9,500	8,500	8,000	8,000	95,958
Other liabilities				1,231	
Profit and loss (surplus).	7,144	5,409	6,153	4,743	1,718
Total	$66,644	$63,909	$64,153	$63,974	$197,676

PLANT AND EQUIPMENT.—Miles of track (electric), 8.87; gauge, 3 ft.; 40 lb. T rail; 17 cars, of which 9 are motor cars and 7 trail cars; 550 H. P. station plant.

OFFICERS.—Pres. H. L. Pierce (Leominster, Mass.), Sec. & Asst. Treas. Edmund Little (Laconia, N. H.), Treas. C. T. Foster (Leominster, Mass.), Supt. L. S. Pierce (Laconia, N. H.).

DIRECTORS.—A. G. Folsom, C. F. Stone, S. B. Smith, Edmund Little, Laconia, N. H.; Chas. T. Foster, Leominster, Mass.; Geo. H. Cooke, Athol, Mass.

GENERAL OFFICE.—Laconia, N. H.

Date of information, Feb., 1900. b z

LA CROSSE, WIS.

Population in 1880, 14,505, 1890, 25,090, in 1893 (local estimates), 32,482.

La Crosse City Railway Co.—Chartered Nov. 17, 1885.

CAPITAL STOCK, $200,000.

FUNDED DEBT, $120,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.95; gauge, 4 ft. 8½ in.; 40 lb. to 66 lb. girder and T rail; 31 cars, of which 14 are motor cars and 17 trail cars; Allis engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. B. E. Edwards. V. Pres. W. W. Cargill, Sec. H. E. West, Treas. Geo. H. Clark, Supt. & Pur. Agt. Peter Valier, Ch. Engr. of Power Station S. J. Prentiss, Elecn. J. Johnson.

DIRECTORS.—B. E. Edwards, W. W. Cargill, Henry Gund.

GENERAL OFFICE, 3d and La Crosse Sts.

REFERENCE.—Description of road, Vol. IX, Aug., '93, p. 568 (Ill.).

Date of information, Feb., 1899. z

La Crosse & Onaloska Street Railway Co.

PLANT AND EQUIPMENT—Miles of track (electric), 3.5; gauge 4 ft. 8½ in.; 4 cars, of which 1 is a motor and 3 are trail cars.

OFFICERS.—Pres. F. Pooler, V. Pres. S. Y. Hyde, Sec., Treas. & Pur. Agt. J. E. North, Supt. Peter Valier.

Date of information, Apr., 1899. c d

LAFAYETTE, IND.

Population in 1880, 14,860; in 1890, 16,243; in 1899, 30,000.

Lafayette Street Railway Co.—This company has extended its lines to the State Soldiers' Home, and to Tecumseh Trail, a pleasure resort owned by the company.

CAPITAL STOCK.—Common stock, issued, $242,400; par value, $50 per share.

Preferred stock, issued, $38,000.

FUNDED DEBT.—First mortgage bonds, issued, $225,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 56 lb. T and girder rail; 26 cars, of which 24 are motor cars and 2 trail cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Warren G. Griffith, Sec. & Treas. J. T. Henderson, Supt. Pur. Agt. Ch. Engr. & Elecn. E. B. Gunn, Ch. Engr. of Power Station A. Allbum.

GENERAL OFFICE.—Lafayette, Ind.

Date of information, Jan., 1900. z

LAKE CHARLES, LA.

Population in 1880, 838, in 1890, 3,442, in 1898 (local estimates), 10,000.

Lake Charles Street Railway Co.—Chartered, and an exclusive municipal franchise granted in 1890 for 50 years. Annual meeting, Aug. 1.

CAPITAL STOCK, authorized, $50,000, issued, $11,500.

FUNDED DEBT.—None.

DIVIDENDS.—The company has paid in dividends since 1890 a total of 45 p. c.

PLANT AND EQUIPMENT.—Miles of track (horse), 5, of road, 5; gauge, 4 ft. 8½ in.; 22 lb. T rail, 15 horses, 10 horse cars. It is proposed to use gasoline motors for power during 1899.

OFFICERS.—Pres. J. A. Bel, V. Pres. D. Reims, Sec. L. Kaufman, Treas. A. Meyer, Gen. Man. P. Crowley.

DIRECTORS.—J. A. Bel, D. Reims, L. Kaufman, A. Meyer, P. Crowley.

GENERAL OFFICE, cor. Ryan and Division Sts., Lake Charles, La.

Date of information, Feb., 1899. z

LANCASTER, O.

Population in 1880, 6,803, in 1890, 7,555.

Lancaster Traction Co.—This is a reorganization of the Lancaster Electric Ry, Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.52; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 7 motor cars.

OFFICERS.—Pres. W. F. Douthirt, V. Pres. Andrew Bauman, Sec. & Treas. H. R. Beeson, Supt. & Engr. of Power Station, F. E. Ginn, Ch. Engr. M. S. Hopkins.

GENERAL OFFICE.—Lancaster, O.

Date of information, Jan., 1898. d

LANCASTER, PA.

Population in 1880, 25,769; in 1890, 32,011; in 1895 (local estimates), 40,000.

Conestoga Traction Co.—Chartered 1899. The company is the successor, by purchase Nov. 14, 1899, to the Pennsylvania Traction Co. which was chartered in 1893. Annual meeting first Monday in May. This company controls and operates under lease the properties of the following street railway companies:

The Lancaster City Street Ry. Co.
The West End Street Ry. Co.
The Lancaster & Columbia Ry. Co.
The Columbia & Ironville Passenger Street Ry. Co.
The Columbia & Donegal Ry. Co.
Lancaster & New Holland Ry. Co.
Lancaster & Lititz Electric Ry. Co.

Capital Stock, common, authorized, $4,000,000, $3,200,000, preferred, $800,000, issued, $3,000,000; par value, $50 per share.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized, $2,000,000, issued, $1,700,000; dated Jan. 1, 1900, due, 1950; coupon, but may be registered; denom., $100, $500 and $1,000; int. payable Jan. and July, at office of Provident Life & Trust Co., of Philadelphia, trustee of mortgage.

Assumed indebtedness.

West End Street Ry. Co.	$225,000
Lancaster City Street Ry. Co.	160,000
Lancaster & Columbia Ry. Co.	225,000

Operation.—The figures given are those of the Pennsylvania Motor Co. for years ending.

	June 30, 1895.	June 30, 1896.	Dec. 31, 1897.	June 30, 1898.	June 30, 1899.
Receipts from pass.	$165,309	$198,304	$	$192,653	$202,336
" other sources	5,909			1,514	3,580
" total	171,218	198,304	198,770	194,167	205,916
Operating expenses	171,372	134,954	189,046	129,453	153,211
Earnings from oper.	*154	63,350	9,724	64,714	52,705
Deductions from earnings.					
Interest				110,525	100,525
Taxes				20,609	4,890
Rentals					42,350
Other deductions				6,297	5,000
*Deficit				72,717	100,060

Please note date of information at end of each report.

Balance Sheet.—Dated June 30,

ASSETS.	1894.	1895.	1898.	1899.
Road and equip	$11,422,091	$11,941,150	$10,762,100	$10,762,100
Supplies, etc	5,000	3,000	3,000	3,000
Cash	2,759	14,368	5,974	6,343
Profit and loss (deficit)			231,996	331,731
Total	$11,429,850	$11,958,518	$11,003,070	$11,103,174
LIABILITIES.				
Capital stock	$ 9,900,000	$ 9,900,000	$ 8,751,600	$ 8,751,600
Funded debt	1,114,500	1,561,200	2,010,500	2,010,500
Floating debt	415,350	497,318	113,070	113,070
Sundries			5,500	5,500
Accrued interest			122,400	222,504
Total	$11,429,850	$11,958,518	$11,003,070	$11,103,174

Note.—No balance sheets for the years ending June 30, 1896 and 1897, were given out.

Plant and Equipment.—Miles of track (electric), 63 ; gauge, 5 ft 2½ in.; 66 lb. and 96 lb. girder and T rail; 59 motor cars; Ball & Wood and Reynolds engines, Gen. Elec. and West. dynamos and motors, Brill and St. Louis cars.

Officers.—Pres. W. B. Given, Treas. O. M. Hoffman, Gen. Man. & Pur. Agt. Frank S. Given, Elecn. J. H. Cramer, Ch. Engr. of power station Geo. Wein.

Directors.—Wm. B. Given, Samuel R. Shipley, Eugene G. Smith, W. B. Kurtz, John D. Skiles, J. W. B. Bausman.

References.—Annual report, '94, Vol. XI, Feb., '95, p. 124. LANCASTER STREET PASSENGER RY.—Annual report, '92, Vol. IX, Feb., '93, p. 129. COLUMBIA & DONEGAL RY. CO.—Description of road, Vol. X, Apr., '94, p. 223 (ill.).

General Office, 150 N. Duke St. Gen. Man.'s office, 534 N. Queen St., Lancaster, Pa.

Date of information, Feb., 1900. b z

LANGHORNE, PA.

Population along the route, 12,000.

The Newtown, Langhorne & Bristol Trolley Street Railway Co.—Chartered Mar. 28, 1895. The company commenced operation on Apr. 15, 1896, has since then extended its line to Bristol, and has secured franchises to Trenton, N. J. This road is now leased to and operated by the Newtown Electric Railway, Newtown, Pa. (which see.)

Capital Stock, authorized and issued, $118,000.

Funded Debt, outstanding, $107,000.

Operation.—	75 days ending June 30, 1896.	Year ending, June, 30, 1897.	Year ending, June 30, 1898.
Gross receipts	$1,314	$10,416	$17,167
Operating expenses	978	8,930	13,439
Earnings from operation	336	1,486	3,728
Deductions from earnings.			
Interest on funded debt.		3,202	5,900
Taxes		81	514
Net deficit		1,797	2,686

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.
Cost of road and equip	$20,000	$201,365	227,761
Cash	336	1,731	1,965
Material and supplies		581	58
Profit and loss (deficit)		1,461	4,145
Total	$20,336	$205,140	$233,929
LIABILITIES.			
Capital stock	$10,000	$100,000	$118,000
Funded debt	10,000	100,000	107,000
Dividends unpaid		2,000	
Accounts payable		3,140	8,929
Profit and loss (surplus)	336		
Total	$20,336	$205,140	$233,929

Plant and Equipment.—Miles of track (electric), 8.75; 7 motor cars; Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. Thomas P. Chambers, Sec. Thomas J. Janney, Treas. A. Chambers.

Directors.—H. W. Watson. H. H. Gillam, Thomas P. Chambers, Thomas J. Janney, E. W. Magill, A. Chambers, J. B. Chambers.

General Office, Langhorne, Pa.

Date of information, Feb., 1900. z

LANSFORD, PA.

Population in 1890, Lansford, 4,000; Tamaqua, 6.000.

Tamaqua & Lansford Street Railway Co.—Chartered Nov. 2, 1898.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $193,000.

OPERATION.—Year ending June 30, 1899.

Gross receipts	$37,672
Operating expenses	20,499
Earnings from operations	17,173
Deductions from earnings.	
Taxes	531
Interest	9,353
Other deductions	5,000
Net income	2,289
Dividends paid	2,500
From surplus account	211

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road	$231,485	$245,448
" equipment	48,671	53,381
Cash	6,196	5,635
Total	$286,352	$304,464
LIABILITIES.		
Capital stock	$100,000	$100,000
Funded debt	175,000	193,000
Accounts payable	6,772	6,221
Sundries	1,554	2,427
Profit and loss (surplus)	3,026	2,816
Total	$286,352	$304,464

PLANT AND EQUIPMENT.—Miles of track (electric), 10.92; gauge, 4 ft. 8½ in.; 20 cars, of which 14 are motor cars and 6 trail cars.

OFFICERS.—Pres. Lewis A. Riley, V. Pres. C. F. Howell, Sec. & Treas. James McCready, Supt. W. D. Zehner, Asst. Supt. W. G. Whildin, Pur Agt. J. E. Lauer.

DIRECTORS.—L. A. Riley, Jas. McCready, W. D. Zehner, Daniel Shepp, F. P. Spiese.

GENERAL OFFICE, Lansford, Pa.

Date of information, July, 1899. b

LANSING, MICH.

Population in 1880, 8,319, in 1890, 13,102, in 1895 (local estimates), 20,000.

Lansing City Electric Railway Co.—This is the successor to the Lansing City Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000; dated Jan., 1896; denom. $100; int., payable at office of Continental Trust Co., of New York, trustee of mortgage.

OPERATION.—The latest report received is for the Year ending Dec. 31, 1896.

Receipts from passengers	$20,912
" other sources	150
" total	21,062
Operating expenses	15,442
Earnings from operation	5,620
Deductions from earnings.	
Interest on bonds	5,000
Net income	620

BALANCE SHEET.—Dated Dec. 31, 1896.

ASSETS.	
Cost of road	160,000
Cost of equipment	35,000
Other permanent investments	4,500
Cash	309
Bills and accounts receivable	150
Materials and supplies	1,200
Profit and loss (deficit)	1,531
Total	202,690
LIABILITIES.	
Capital stock	100,000
Funded debt	100,000
Accrued interest	2,690
Total	202,690

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 48 lb. T rail; 15 cars, of which 13 are motor cars and 2 trail cars; West. dynamos and motors, Laclede and St. Louis cars, Brill and Fulton trucks.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. Jas. J. Baird, Sec. & Treas. Lawrence Barrett, Supt. Geo. S. Strong, Elecn. E. Slaughter.

DIRECTORS.—Lawrence Barrett, Jas. J. Baird.

GENERAL OFFICE, 202 Michigan Avenue, East Lansing, Mich.

Date of information, Feb., 1899. z

Lansing, St. Johns & St. Louis Railway Co.—This company was organized to build an elcctric railway from Lansing through St. Johns and Maple Rapids to St. Louis, a distance of 53 miles. It is reported that this line will be in operation in the fall of 1899.

OFFICERS.—Pres. Frederick Thoman, V. Pres. Isaac Hewitt, Sec. F. L. Dodge, Treas. Jacob Stahl.

DIRECTORS.—Frederick Thoman, F.L. Dodge, Isaac Hewitt, Jacob Stahl, Lansing; A. B. Darraugh, Stiles B. Kennedy, St. Louis; Geo. E. Fisher, Detroit.

GENERAL OFFICE, Lansing, Mich.

Date of information, Apr., 1899. c

Lansing, Dexter & Ann Arbor Railway Co.—This company was organized to build an electric railway from Lansing, through Holt, Mason, Dansville, Pinckney and Dexter to Ann Arbor, 61 miles, where, it is reported, it is to connect with the Detroit, Ypsilanti & Ann Arbor Ry. Co., forming a through line from Lansing to Detroit.

CAPITAL STOCK, authorized, $300,000.

FUNDED DEBT.—Authorized, $1,175,000.

OFFICERS.—Pres. C. A. Mapes, V. Pres. R. J. Shank, Sec. C. P. Black, Treas. Thos. Birkett.

GENERAL OFFICE, Lansing, Mich.

Date of information, Feb., 1899. x

LARCHMONT, N. Y.

The Larchmont Horse Railway Co.—Chartered Feb. 7, 1884. Annual meeting second Tuesday in Jan.

CAPITAL STOCK, authorized and issued, $25,000; par value, $100 per share.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$5,450	$6,806	$5,489	$6,020	$5,524
Operating expenses	6,626	5,041	5,144	5,187	5,600
Earnings from operation	*1,176	1,765	345	833	*76
Deduction from earnings	351	250	148	169	203
Net income	*1,526	1,515	198	664	*279
Dividends paid			500	500	500
Surplus			*302	164	*779
Total surplus account	*160	1,355	1,053	2,633	1,853

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 948	$ 798	$ 450	$ 347	$ 396
Transportation expenses	3,468	3,558	3,765	3,645	3,997
Maintenance of way and bldgs.	1,000	315	728	882	1,042
" " equipment	1,210	370	201	313	165
Total	$6,629	$5,041	$5,144	$5,187	$5,600

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	107,117	98,069	103,799	103,396
Car miles run	18,300	15,000	15,000	15,000
Total receipts per car mile		$.366	$.401	$.368
Operating expenses per car mile		.343	.346	.373

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$20,000	$20,000	$20,000	$20,000	$20,000
" equipment	5,875	5,875	5,875	5,875	5,969
Cash assets		1,356	1,053	1,218	564
Supplies on hand	491	491	527	540	320
Profit and loss (deficit)	160				
Total	$26,526	$27,722	$27,455	$27,633	$26,853
LIABILITIES.					
Capital stock	$25,000	$25,000	$25,000	$25,000	$25,000
Open accounts	1,526	1,366			
Other liabilities			1,402	1,415	
Profit and loss (surplus)		1,356	1,053	1,218	1,853
Total	$26,526	$27,722	$27,455	$27,633	$26,853

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 38 lb. girder rail; 12 horses, 4 horse cars; Stephenson cars.

OFFICERS.—Pres. Chas. A. Singer, Sec. W. C. Hunting, Treas. L. F. Knerals, Supt. E. F. Campbell.

DIRECTORS.—Chas. A. Singer, H. W. Sackett, Joseph Bird, Geo. M. Plum. Frank A. Moore, W. C. Hunting.

GENERAL OFFICE, Larchmont, Westchester Co., N. Y.

Date of information, Feb., 1900. b z

LAREDO, TEX.

Population in 1880, 3,521, in 1890, 11,313.

Laredo Electric & Railway Co.—Chartered Sept., 1892, for 25 years. Annual meeting first Monday in Mar. This company leases and operates the property of the International Bridge & Tramway Co.

CAPITAL STOCK, authorized and issued $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.88; gauge. 4 ft.; 25 lb. steel T rail; 6 motor cars; 480 H. P. station plant; Arm, ington & Sims engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. B. M. Hammond, V. Pres. & Treas. Carl F. Drake, Sec. Gen. Man. Supt. & Pur. Agt. C. F. Yaeger.

DIRECTORS.—B. M. Hammond, C. E. Drake, E. S. Harris, C. F. Yaeger.

GENERAL OFFICE, Convent and Farragut Sts.

Date of information, Apr., 1899. d

International Bridge & Tramway Co.—This company is leased and operated by the Laredo Electric & Ry. Co.

FUNDED DEBT, $80,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; 20 lb. T rail; 10 horses, 2 horse cars; Brill cars.

Date of information, Apr., 1899. c

LA SALLE, ILL.

Population in 1880, 7,847, in 1890, 9,855.

City Electric Railway Co.—This company was placed in the hands of a receiver on Nov. 11, 1896.

CAPITAL STOCK.—Authorized and issued, $125,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. T and girder rail; 9 cars, of which 6 are motor cars and 3 trail cars; 200 H. P. engines, 160 H. P. dynamos, West. motors, St. Louis cars, McGuire trucks.

OFFICERS.—Receiver & Supt. Jarvis R. Burrows (Ottawa, Ill.); Pres. & Sec. L. W. Merrifield, Treas. W. C. Riale, Elecn. David Knapp.

DIRECTORS.—I. M. Merrifield, L. W. Merrifield, W. C. Riale, P. C. Weaver, W. P. Parker.

GENERAL OFFICE, La Salle, Ill.

Date of information, Jan., 1900. z

LAWRENCE, MASS.

Population of Lawrence, in 1880 was 39,151, in 1890, 44,654 and in 1895, 52,164. The total population of Lawrence, Lowell, Haverhill, Newburyport and the seven suburban townships served by the street railway systems was in 1890, 188,117 and in 1895, 207,854.

Lowell, Lawrence & Haverhill Street Railway Co.—Chartered Apr. 29, 1892. Amended Mar. 15, 1893. Annual meeting third Tuesday in Oct. The company's lines connect Lowell, Lawrence, Haverhill and Newburyport. During 1898 the company purchased the People's St. Ry. Co., thus completing a through line from Lowell to Newburyport. The capital stock of this company is now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized, $1,900,000, issued, $1,500,000, subscribed for, $400,000, on which 5 p. c. has been paid in; par value, $100 per share.

Funded Debt.—Merrimack Valley Street Ry. Co.'s first mortgage 5 p. c. gold bonds, $350,000; dated Apr. 1, 1891, due 1911; int. payable Apr. and Oct., at office of the International Trust Co., of Boston, trustee of mortgage.

Peoples' Street Ry. Co.'s first mortgage 5 p. c. gold bonds, $64,000; dated Jan. 1, 1898, due 1928; int. payable Jan. and July at office of State Street Trust Co., of Boston, trustee of mortgage.

First mortgage 5 p. c. bonds, authorized, $1,900,000, issued and outstanding, $1,041,000, retired (see Note), $24,000, in escrow (see Note), $350,000, in treasury, $485,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. $1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Note.—$350,000 of the first mortgage 5 p. c. bonds are held in escrow to retire at maturity an equal amount of the first mortgage bonds of the Merrimack Valley Street Ry. Co.

The first mortgage bonds may be called for payment at 105 and interest, or may be purchased in open market at a lower price. The mortgage deed provides that the company shall retire by purchase or call, ½ p. c. of its outstanding bonds during each of the years ending May 31, 1894 to 1898 inclusive; 1 p. c. in 1899 to 1903; 1½ p. c. in 1904 to 1908; 2 p. c. in 1909 to 1913; 2½ p. c. in 1914 to 1918, and 3 p. c. in 1919 to 1923, $24,000 having already been retired

The unissued first mortgage bonds now in the treasury may be issued and sold for cash, the proceeds to be used to increase the property of the company.

Operation.—Year ending Sept. 30,

	1895.	1896.	1897.	1898	1899.
Receipts from pass.....	$396,661	$403,279	$423,461	$452,444	$501,797
" other sources.	3,673	3,372	3,196	3,101	8,423
" total.....	400,334	406,651	426,657	455,545	510,220
Operating expenses....	235,095	247,792	238,380	255,681	291,804
Earnings from oper'n..	165,239	176,599	188,277	199,864	218,416
Deductions from earn.					
Int. on bonds.....	65,133	66,967	66,717	69,290	72,616
" " floating debt.	1,079	1,835	436	438	1,106
Taxes.....	17,869	18,071	17,775	16,412	29,798
Other deductions..	24,644	14,390	19,620	23,485	33,596
Net income.....	56,514	75,337	83,728	90,239	81,300
Dividends paid, 2 p. c...			30,000	60,000	75,000
Surplus.....			53,728	30,239	6,300
Total surplus account..	†55,367	†78,344	†100,341	†100,777	107,077

*Deficit.

† $72,365 was written off various construction and plant accounts during the year 1895, $52,359 during the year 1896, $31,731 during the year 1897, and $29,803 during the year 1898.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897	1898.	1899.
General expenses.....	$ 61,391	$ 55,540	$ 28,843	$ 27,750	$ 34,097
Main. of way and bldgs.	29,224	24,408	27,477	36,435	38,645
Main. of equipment....	28,730	23,666	24,258	27,780	34,244
Transportation exs.....	143,591	144,179	157,804	163,716	184,818
Total.....	$262,936	$247,792	$238,380	$255,681	$291,804

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Pass. carried...	8,102,148	8,205,411	8,466,555	8,981,702	10,074,912
Car miles run...	1,352,954	1,443,730	1,586,862	1,741,291	1,828,525
Total recpts. per car mile.....	$.298	$.284	$.269	$.261	$.278
Operating exp. per car mile..	.194	.172	.150	.141	.159

Balance Sheet.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road .	$1,580,360	$1,580,360	$1,602,105	$1,734,843	$1,747,865
" equip..	655,278	654,681	650,472	674,824	678,676
Other permanent invest..	670,191	670,186	667,786	667,786	672,808
Cash and current assets..	44,877	57,816	59,996	70,041	128,248
Bills and acts. receivable...	27,015	31,010	66,302	28,723	
Mat.& supplies.	18,202	15,448	12,674	12,866	16,730
Other assets...	9,184	1,749	2,091		
Total.....	$3,005,107	$3,011,250	$3,061,426	$3,189,083	$3,244,327
LIABILITIES.					
Capital stock..	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
5 p.c.assess.on $400,000 inc.	20,000	20,000	20,000	20,000	20,000
Funded debt...	1,341,000	1,336,000	1,331,000	1,455,000	1,455 000
Accrued int...	16,517	16,433	25,100	26,900	
Bills and acts. payable.....	56,250	44,979	46,678	31,528	73,833
Unpaid div'd'ds			15,000	15,000	
Other liabilities	15,973	15,493	23,307	15,878	49,417
Sinking fund...				24,000	39,000
Profit and loss (surplus)....	55,367	78,344	100,341	100,777	107,077
Total.....	$3,005,107	$3,011,250	$3,061,426	$3,189,083	$3,244,327

Plant and Equipment.—Miles of track (electric), 66.62; gauge, 4 ft. 8½ in.; 48 lb. to 90 lb. T and girder rail; 12 horses, 170 cars, of which 8 are horse cars, 152 are motor cars and 10 trail cars; 3,500 H. P. station plant; Green and McI. & S. engines, Babcock & Wilcox boilers, Gen. Elec. dynamos, Gen. Elec. and West. motors, Newburyport, Jones, Brill, Laconia and L. & F. cars, Bemis and Brill trucks.

Officers.—Pres. Alexander B. Bruce, Sec. & Treas. W. A. Fisher Gen. Man. Franklin Woodman, Supt. Lawrence Division N. E. Morton, Supt. Haverhill Division Alex. McRae.

Directors.—A. B. Bruce, Philip L. Saltonstall, Patrick F. Sullivan, Jos. H. Goodspeed, Wm. A. Fisher.

General Offices, Howe Building, Merrimack Sq., Lowell, Mass.

References.—MERRIMACK VALLEY STREET RY.—Description of road, Vol. VIII, June, '92, p. 352 (ill.) LOWELL & DRACUT STREET RY.—Description of road, Vol. VI, Jan., '90, p. 40. LOWELL, LAWRENCE & HAVERHILL STREET RY. CO.—Description of road, Vol. XI, July, '95, p. 428 (ill.).

Date of information, Dec., 1899. b

LEAVENWORTH, KAN.

Population in 1886, 16,546, in 1890, 19,768, in 1896, (local estimates), 22,000.

Leavenworth Electric Railroad Co.—This company serves an estimated population of 27,100; it is a successor to the Leavenworth Electric Ry. Co., which was sold on June 2, 1894, by the former receiver for $80,000, the new company assuming the debts of the receiver, which aggregate about $50,000.

CAPITAL STOCK, $300,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $300,000, issued, $250,000; in escrow (see Note), $50,000; dated, 1894, due 1924, at office of Atlantic Trust Co., of New York City, trustee of mortgage.

NOTE.—$50,000 of the bonds are held in escrow to be used in extensions and betterments, in accordance with the terms of the mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 56 lb. T rail; 21 cars, of which 14 are motor cars and 7 trail cars; Sioux City engines, Gen. Elec. dynamos and motors, American cars.

OFFICERS.—Pres. Newman Erb, New York; V. Pres. Herbert Smith, Boston; Sec. & Treas. J. P. Edrington, Memphis; Man. Ed. E. Coombs.

GENERAL OFFICE, 303 Delaware St.

REFERENCES.—LEAVENWORTH RAPID TRANSIT RY. CO.—Sale, Vol IX, Jan. '93, p. 51. LEAVENWORTH ELEC. R. R. CO.—Description of parks (brief), Vol. XIII, Feb., '97, p. 94.

Date of information, Feb., 1899. z

Leavenworth & Lansing Railway Co.—Chartered Aug. 9, 1897, for 99 years. Municipal franchise granted Aug. 3, 1897 for 20 years. This company has been succeeded by the Kansas City—Leavenworth Ry. Co., of Kansas City Mo., (which see).

Date of information, Jan., 1900. z

LEBANON, PA.

Population of Lebanon in 1880, 8,778, in 1890, 14,564.

Lebanon Valley Street Railway Co.—This company is a consolidation of the Lebanon & Annsville St. Ry. Co. and the Lebanon & Myerstown St. Ry. Co. The capital stock of the company is now controlled by the United Power & Transportation Co., of Phila.

Date of information, Feb., 1900. x

Lebanon & Annville Street Railway Co.—Chartered Sept. 12, 1890. Annual meeting second Monday in Jan. This company has been consolidated with the Lebanon & Myerstown Street Ry. Co., forming the Lebanon Valley St. Ry. Co., the capital stock of which is controlled by the United Power & Transportation Co., of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $100,000; coupon, but may be registered; dated June 1, 1892, due 1912; denom. $100, $500 and $1,000; int. payable June and Dec., at Lebanon Trust & Safe Deposit Bank of Lebanon, trustee of mortgage.

OPERATION.—Year ending

	Dec. 31, 1895.	June 30, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Gross receipts.....	$42,963	$44,634	$38,167	$39,015	$44,090
Operating expenses.....	27,534	27,000	27,457	24,076	25,837
Earn. from operation....	15,429	17,634	10,710	14,939	18,253
Deduct. from earnings.					
Interest.....	5,000	5,000	5,000	5,000	5,000
Taxes.....	837	1,193	1,567	1,052	1,294
Rentals.....	2,300	2,344	2,351	1,995	3,106
Other expenses.....			10,403		
Net income.....	7,292	*1,306	1,792	6,892	8,853
Dividends paid.....	3,000	3,000	2,000	2,000	4,000
To surplus account.....	4,292	*14	*208	4,982	4,853

*Deficit.

Dividends, in 1892, 6 p. c.; in 1894, 5 p. c.; in 1895, 3 p. c.; in 1896, 3 p. c.; in 1897, 2 p. c.; in 1898, 2 p. c.; in 1899, 4 p. c.

Please note date of information at end of each report.

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1895.	June 30, 1896.	June, 30, 1897.	June 30, 1898.	June 30, 1899.
Cost of road, equip. and real estate	$206,563	$208,963	$212,653	$213,581	$213,982
Cash	426	805		370	4,186
Total	$206,989	$209,768	$212,653	$213,951	$218,168
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000	100,000	100,000
Other liabilities		4,000	11,229	7,636	7,000
Profit and loss (surp)	6,989	5,768	1,424	6,315	11,168
Total	$206,989	$209,768	$212,653	$213,951	$218,168

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 5 ft. 2½ in.; 40 lb. to 80 lb. girder and T rail; 18 motor cars; Ball & Ide engines, Gen. Elec. dynamos and motors, Lebanon Mfg. Co., L. & F. and Stephenson cars.

OFFICERS.—Pres. S. P. Light, Sec. H. H. Light, Treas. F. H. Reinoehl, Supt. C. H. Smith.

DIRECTORS.—S. P. Light, H. H. Light, A. Hess, F. H. Reinoehl, Walter A. Bigg.

GENERAL OFFICE, 170 So. 8th St., Lebanon, Pa.

Date of information, Feb., 1900. b x

Lebanon & Myerstown Street Railway Co.—This company has been consolidated with the Lebanon & Annville Street Ry. Co., forming the Lebanon Valley St. Ry. Co., the capital stock of which is controlled by the United Power & Transportation Co., of Philadelphia, Pa.

CAPITAL STOCK, authorized, $100,000, issued, $77,150; par value, $50 per share. Dividends, 5 p. c. per annum, payable semi-annually.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 5 ft. 2½ in.; 4 motor cars.

OFFICERS.—Pres. Walter A. Bigg, Sec. & Treas. F. H. Reinoehl, Supt. C. H. Smith.

DIRECTORS.—H. H. Light, S. P. Light, Walter A. Bigg, F. H. Reinoehl, H. C. Mariner.

Date of information, Feb., 1900. b x

LEOMINSTER, MASS.

Population in 1880, 5,772, in 1890, 7,269.

Leominster & Clinton Street Railway Co.—This is the successor, in May, 1896, to the Clinton Street Ry. Co.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated Apr. 1, 1897, due 1917; trustee of mortgage, American Loan & Trust Co.

Coupon notes, 6 p. c. $45,000; dated Apr., 1897, due 1912.

The mortgage deed provides that $2,000 per annum shall be passed to the American Loan & Trust Co. as a sinking fund to redeem the first mortgage bonds.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.
Receipts from passengers	$	$39,099	$43,165	$49,567
" other sources		1,489	461	699
" total	25,234	40,588	43,626	50,266
Operating expenses	17,432	22,095	25,388	24,178
Earnings from operation	7,802	18,493	18,238	26,088
Deductions from earnings.				
Interest on funded debt	2,417	3,100	10,200	10,100
" " unfunded debt		10,779	1,608	1,513
Taxes	381	2,242	1,254	2,578
Other deductions		2,792	5,358	4,780
Net income	5,004	*420	*182	7,117
Total surplus account	537	*1,316	*10,748	*3,629

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 2,064	$ 3,646	$ 5,802	$ 5,004	$ 5,235
Transportation expenses	7,732	12,041	12,617	13,574	13,417
Mainten'ce of road and bldgs	528	898	1,632	3,436	2,449
" " equipment	725	847	2,044	3,374	3,077
Total	$11,048	$17,432	$22,095	$25,388	$24,178

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	224,060	468,472	781,454	856,817	994,115
Car miles run	68,022	122,306	235,688	248,306	257,685
Total receipts per car mile	$.166	$.206	$.172	$.175	$.195
Op. expenses per car mile	.162	.142	.094	.102	.093

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$35,742	$165,230	$172,877	$174,715	$178,778
" equipment	8,701	31,417	38,663	39,154	39,352
Other permanent prop'ty	5,519	115,583	142,071	144,782	144,998
Cash and current assets	637	4,924	38,167	6,457	10,152
Materials and supplies	1,107	1,352			
Other assets		1,000	3,152	3,069	2,858
Profit and loss (deficit)	4,467		1,316	10,748	3,629
Total	$56,174	$319,506	$396,245	$378,925	$379,767
LIABILITIES.					
Capital stock	$30,000	$149,300	$150,000	$150,000	$150,000
Funded debt	5,500	5,500	115 000	195,000	193,000
Floating debt		164,173	131,245	33,925	32,767
Loans and bills payable		20,537			
Mat. inter'st coup. unpaid (incl. coup. due Oct. 1)		138			
Sinking fund					4,000
Profit and loss (surplus)			533		
Total	$56,174	$319,506	$396,245	$378,925	$379,767

PLANT AND EQUIPMENT.—Miles of track (electric), 12.18; gauge, 4 ft. 8½ in.; 48 lb. 58 lb. and 90 lb. T and girder rail; 14 motor cars; Gen. Elec. dynamos and motors, Jones, American and Mass. cars; water power.

OFFICERS.—Pres. & Gen. Man. Charles E. Barnes, V. Pres. Geo. R. Damon, Sec. John F. Butman, Treas. Chas. E. Hudson, Supt. & Pur. Agt. G. H. Burgess, Ch. Engr. James Dickinson, Elecn. E. T. Bates.

DIRECTORS.—A. S. Paton, Chas. E. Hudson, Chas. E Dresser, Geo. R. Damon, Harry L. Pierce, Charles E. Barnes, W. S. Reed.

GENERAL OFFICE, Leominster, Mass.

Date of information, Feb., 1900. b c z

LEWISBURG, PA.

Population in 1880, 3,080; in 1890, 3,248.

Lewisburg, Milton & Watsontown Passenger Railway Co.—Chartered Sept. 3 1897, for 99 years. Municipal franchise granted Oct. 15, 1897, in perpetuity. Annual meeting in Jan. This road commenced operation on Feb. 11, 1898. The capital stock of this company is now controlled by the Railways Company General, of Philadelphia.

CAPITAL STOCK, authorized and issued, $150,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated Feb. 10, 1898, due 1928; denom. $1,000; int. payable Jan. and July, at office of Union Trust Co., of Philadelphia, trustee of mortgage,

OPERATION.—Year ending June 30, 1899.

Gross receipts	$18,368
Operating expenses	11,453
Earnings from operation	6,915
Deductions from earnings.	
Interest	7,500
Taxes	154
Rental	62
Net income	*801

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road	$248,000	$248,244
" equipment	52,000	52,000
Cash	111	787
Open accounts		422
Profit and loss (deficit)	1,797	2,598
Total	$301,908	$304,051
LIABILITIES.		
Capital stock	$150,000	$150,000
Funded debt	150,000	150,000
Accrued interest	1,648	3,125
Accounts payable	260	926
Total	$301,908	$304,051

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge 4 ft. 8½ in.; 60 lb. T rail; 6 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brill cars, Peckham trucks.

OFFICERS.—Pres. Henry V. Massey, V. Pres. Edward Morrell, Sec. & Treas. Edgar A. Tennis, Supt. W. W. S. Butler.

DIRECTORS.—Henry V. Massey. Edward Morrell, Edgar A. Tennis, W. H. Hassenplug, H. M. Vanzandt.

GENERAL OFFICE, 602 Harrison Bldg., Philadelphia, Pa. Supt.'s office, Milton, Pa.

Date of information, Feb., 1900. b x

Please note date of information at end of each report.

LEWISTON, ME.

Population of Lewiston and Auburn in 1880. 28 638, in 1890, 32.951.

Lewiston, Brunswick & Bath Street Railway Co.—Chartered in 1897 in perpetuity. This company has purchased the entire property of the Brunswick Electric Ry. Co., and the Lewiston & Auburn Horse Ry. Co. On July 1, 1898, this company leased the property of the Bath St. Ry. Co. for 999 years, at an annual rental equivalent to a dividend of 4 p. c. on the capital stock outstanding ($100,000), with the option of purchasing the property for $66,667.

CAPITAL STOCK, authorized and issued, $500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $778,000, in escrow (see Note), $155,000, reserved for specific purpose (see Note), $67,000; dated, 1898, due, 1918; denom. $500 and $1,000; int. payable Mar. and Sept., at office of Waterville Trust Co., of Waterville, Me., trustee of mortgage.

Lewiston & Auburn Horse R. R. Co.'s first mortgage 5 p. c. gold bonds, outstanding, $85,000; coupon, but may be registered; dated June 1, 1881, due 1911; int. payable June and Dec., at office of Portland Trust Co., of Portland, Me., trustee of mortgage.

Bath Street Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, $300,000, issued, $70,000; dated July 1, 1893, due 1913, but payable at option of company after July 1, 1898; denom. $500; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

NOTE.—Of the first mortgage bonds, $155,000 are held in escrow to retire the underlying mortgage bonds described above; $67,000 are reserved to purchase the Bath Street Ry. Co.

OPERATION.—The following is the report for the three properties since the consolidation for

	6 months ending Dec. 31, 1898.	*Year ending June 30, 1899.
Total receipts	$109,764	$214,001
Operating expenses	54,882	108,819
Earnings from operation	54,882	105,182
Deductions from earnings.		
Interest on bonds	11,667	17,500
Net income	43,215	87,682
Dividends paid	3,760	24,717
Total surplus account	39,455	62,965

*By an agreement, these properties were operated from July 1, 1898, to March 1, 1899, by a syndicate which received 50 p. c. of the gross receipts, less the interest on bonds and dividends, for operating the road. After March 1, 1899, the company paid its own operating expenses.

BALANCE SHEET.—Dated June 30, 1899.

Assets.		Liabilities.	
Total permanent invt's.	$1,422,000	Capital stock	$ 500,000
Cash	62,965	Funded debt	922,000
		Accrued liabilities	11,667
		Profit and loss (surplus)	51,298
Total	$1,484,965	Total	$1,484,965

PLANT AND EQUIPMENT.—Miles of track (electric), 54.71; gauge, 4 ft. 8½ in; 60 lb. and 90 lb. rail; 58 motor cars; West. and Walker motors, Briggs cars, Peckham and Brill trucks.

OFFICERS.—Pres. A. H. Shaw, V. Pres. & Gen. Man. A. F. Gerald, Treas. S. A. Nye, Supt. I. L. Meloon.

DIRECTORS.—A. H. Shaw, Bath, Me.; A. F. Gerald, S. A. Nye, E. J. Lawrence, Fairfield, Me.; H. B. Goodenough, Brighton, Mass.

GENERAL OFFICE, Waterville, Me.

REFERENCES.—Description of Power Plant, Vol. XV, Mar., '99, p. 155 (ill.).

Date of information, Feb., 1900. b z

LEWISTON, N. Y.

Population in 1880, 680, in 1890, 633.

Lewiston & Youngstown Frontier Railroad Co.—Chartered in Aug., 1895. Annual meeting Sept. 7. This company commenced operation in Aug., 1896.

CAPITAL STOCK, authorized $150,000, issued, $134,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $150,000, issued, $134,000; dated June 1, 1896, due 1926; int. payable June and Dec. at office of Buffalo Loan, Trust & Safe Deposit Co., Buffalo, N. Y., trustee of mortgage.

OPERATION.	10¾ months ending June 30, 1897.	Year ending June 30, 1898.	Year ending June 30, 1899.
Total receipts	$6,602	$12,453	$10,555
Operating expenses	6,624	9,367	7,407
Earnings from operation	*22	3,086	3,148
Deductions from earnings.			
Interest on funded debt	6,057	8,040	8,040
" " floating debt and mortgage	45	1,215	1,183
Taxes	99	630	677
Net income	*6,223	*6,759	*6,752
*Total deficit			$19,773

OPERATING EXPENSES.

Period ending June 30,	1897.	1898.	1899.
General expenses	$1,847	$3,650	$2,290
Transportation expenses	4,525	5,038	4,166
Maintenance of way and building	88	413	690
" " equipment	163	266	261
Total	$6,624	$9,367	$7,407

STATISTICS OF TRAFFIC.

10¾ months ending June 30.	1897.	1898.	1899.
Passengers carried	34,220	53,357	47,921
Car miles run	28,792	91,070	64,060
Total receipts per car mile	$.229	$.136	$.164
Operating expenses per car mile	.230	.103	.115

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.
Cost of road and equipment	$271,200	$271,525	$273,134
Cash and current assets	14,266	13,201	13,817
Profit and loss (deficit)	6,222	13,021	19,773
Total	$291,688	$297,747	$306,724

LIABILITIES.

Capital stock	$134,000	$134,000	$134,000
Funded debt	134,000	134,000	134,000
Accrued interest	670	8,710	16,750
Loans	22,107	3,200	3,200
Bills and accounts payable	911	17,837	18,774
Total	$291,688	$297,747	$306,724

PLANT AND EQUIPMENT.—Miles of track (electric), 8.7; gauge, 4 ft. 8½ in.; 70 lb. T and girder rail; 9 cars, of which 8 are motor cars and 1 trail car; Gen. Elec. dynamos and motors, Brill cars, Niagara Falls power.

OFFICERS.—Pres. L. D. Rumsey, V. Pres. H. C. Howard, Sec. Karl Evans, Treas. Chas. S. Webb, Supt. F. G. Lott, Asst. Supt. F. M. Sims.

DIRECTORS.—Lawrence A. Rumsey, Henry C. Howard, Joseph L. Hunsicker, Edwin T. Evans, George Sowerly, F. R. March, John N. Scatcherd, F. M. Hayes, A. H. Dutton.

REFERENCES.—Description of road (brief), Vol. XII, Sept., '96, p. 509; description of road, Souv., Oct., '97, p. 598.

Date of information, Feb., 1900. b z

LEXINGTON, KY.

Population in 1880, 16,656, in 1890, 21,567, in 1894 (local estimates), 28.000.

Lexington Railway Co.—This is a consolidation on Feb. 11, 1899, of the Passenger & Belt Railway Co., the Belt Line Electric Co., the Central Electric Co. and the Hercules Ice Co. The following statistics are of the Passenger & Belt Ry. Co. only.

CAPITAL STOCK, $800,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $200,000, issued, $185,000; dated Apr. 1, 1891, due $15,000 per annum, Apr. 1, 1906, to Apr. 1, 1914; int. payable Apr. and Oct., at office of American Trust & Savings Bank, of Chicago, trustee of mortgage.

Second mortgage 6 p.c. gold bonds authorized and issued, $250,000; due 1916; int. payable Apr. and Oct. at office of Security Trust & Safety Vault Co. of Lexington, Ky.

PLANT AND EQUIPMENT.—Miles of track (electric), 13, gauge, 4 ft. 8½ in.; 50 lb. T rail; 43 cars, of which 35 are motor cars and 8 trail cars; Armington & Sims and Lane & Bodley engines, Gen. Elec. dynamos and motors, Ohio Falls and Pullman cars.

OFFICERS.—Pres. C. J. Bromton, V. Pres. W. J. Loughridge, Sec. T. D. Murray, Treas. R. P. Stoll, Supt. Pur. Agt. & Elecn. R. T. Gunn, Ch. Engr. of Power Station, J. McKeever.

GENERAL OFFICE, Main and Cheapside Sts., Lexington, Ky.

Date of information, Apr., 1899. c

LEXINGTON, MO.

Population in 1880, 3 006. in 1890, 4.538. in 1896 (local estimates), 5,800.

Lexington Street Railway Co.—Charter and municipal franchise granted in 1887 for 20 years.

CAPITAL STOCK, $2,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft., 32 lb. rail; 6 horses, 2 horse cars.

SOLE OWNER, J. S. Borland.

Date of information, May, 1899. c

LIMA, O.

Population in 1880, 7,567, in 1890, 15,970, in 1899, 26,000.

The Lima Railway Co.—This is the successor, by purchase on Oct. 23, 1896, to the Lima Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; int. payable June and Dec. at office of Dime Savings & Banking Co., Cleveland, O., trustees of mortgage.

OPERATION.—Year ending Oct. 31,	1898.	1899.
Receipts from passengers	$41,161	$46,890
" other sources	306	395
" total	41,467	47,285
Operating expenses	25,465	29,539
Earnings from operations	16,002	17,746
Deductions from earnings.		
Interest and taxes	8,988	9,995
Net income	7,014	7,751
Dividends paid		6,000
To surplus account	7,014	1,751
Per cent. operating expenses, to total receipts	61.4	62.4

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 66 lb. girder rail; 21 cars, of which 19 are motor cars and 2 trail cars; Dick & Church engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp and Barney & Smith cars, Brill trucks.

OFFICERS.—Pres. E. W. Moore, V. Pres. Edwin Stone, Sec. Treas. & Gen. Man. Frederick C. Becker.

DIRECTORS.—E. W. Moore, Edwin Stone, L. S. Catlin, H. A. Everett, Chas. Currie.

GENERAL OFFICE, 400 S. Main St., Lima, O.

Date of information, Jan., 1900. z

Lima, Toledo & Cincinnati Railway Co.—This company was incorporated June 1, 1899, to construct an electric railway from Dayton to Toledo, with a total proposed mileage of 146 miles. Construction work has not yet been commenced.

CAPITAL STOCK, authorized, $500,000.

OFFICERS.—Pres. Chas. H. Adkins, V. Pres. E. M. Lambkin, Sec. J. W. Davis, Treas. J. B. Adkins.

GENERAL OFFICE, Lima, O.

Date of information, Dec., 1899. d

LINCOLN, ILL.

Population in 1880, 5,639, in 1890, 6,725.

Lincoln Street Car Co.—This company is the successor by purchase of the Lincoln Electric St. Ry. Co., for which a receiver was appointed in Feb., 1897.

CAPITAL STOCK, authorized and issued, $65,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6, of road, 6; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 cars, of which 4 are motor cars and 2 trail cars; Bates engines, Gen. Elec. dynamos and motors, Laclede cars.

OWNERS.—E. D. Blinn, J. T. Hoblin, H. C. Quissenberry, W. H. Traner.

OFFICERS.—Supt. A. J. Aldrich, Ch. Engr. E. Moos.

Date of information, Apr., 1899. c

LINCOLN, NEB.

Population in 1880, 13,003, in 1890, 55,154, in 1897 (local estimates), 60,000.

Lincoln Traction Co.—This company is the successor to the Lincoln Street Ry. Co.

Capital Stock.—Common stock, $365,000.
Preferred stock, $700,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $250,000, issued, $45,000; coupon, but may be registered; dated Dec. 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July, at office of New York Security & Trust Co., of New York,

Operation.—Year ending Dec. 31,	1895.	1896.	1897.	1898.
Gross receipts	$104,872	$90,148	$95,901	$113,306
Operating expenses	97,025	84,763	89,402	
Earnings from operation	7,847	5,385	6,499	

Plant and Equipment.—Miles of track (electric), 55; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 90 cars, of which 50 are motor cars and 40 trail cars; Gen. Elec. dynamos, West. Gen. Elec. and Short motors.

Officers.—Pres. M. L. Scudder, V. Pres. William Belcher, Sec. & Treas. Frank H. Carter.

General Office, First National Bank Building, Lincoln, Neb.; New York office, 32 Liberty St.

References.—Description of road, Vol. IX, Feb., '93, p. 110 (ill.); Vol. IX, Mar., '93, p. 160; receivership, Vol. XI, Feb., '95, p. 124; sale of road, Vol. XIV, Jan., '98, p. 72.

Date of information, Jan., 1900. z

LITTLE FALLS, N. Y.

Population in 1880, 6,910, in 1890, 8,783.

Little Falls & Herkimer Street Railway Co.—Chartered Feb. 6, 1895, to build an electric railway from Little Falls to Herkimer, a distance of 8 miles. Annual meeting second Tuesday in March. This road is expected to be placed in operation by Dec. 31, 1900.

CAPITAL STOCK, authorized and issued, $80,000; par value, $100 per share.

Cost of road to June 30, 1899, $80,000.

OFFICERS.—Pres. Wm. F. Lansing, V. Pres. Charles Bailey, Sec. John D. Henderson, Treas. John C. Giblin.

DIRECTORS.—T. E. O'Shea, M. F. Griggs, William F. Lansing, Thomas F. Ward, Robert Earl, 2d, Geo. A. May, Jno. D. Henderson, Jas. C. Giblin, James Conklin.

GENERAL OFFICE, Little Falls, N. Y.

Date of information, Dec., 1899. b

LITTLE ROCK, ARK.

Population in 1880, 13,138, in 1890, 25,874.

The Little Rock Traction & Electric Co.—Chartered 1895, as the successor to the City Electric Ry. Co., whose property was sold Apr. 18, 1895, under foreclosure of mortgage, for $643,000, to parties representing the bondholders.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 6. p. c. gold bonds, authorized, $450,000, issued, $400,000, in escrow for future improvements, $50,000; dated, June 1, 1895, due 1915; denom., $1,000; int. payable June and Dec. at office of St. Louis Trust Co., trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $300,000, dated June 1, 1895, due 1915; denom. $1,000; int. payable June and Dec.; trustee of mortgage, Old Colony Trust Co., of Boston.

NOTE.—$300,000 of the first mortgage bonds (Nos. 1 to 300) may be called at any time after 1905 at option of company.

Second mortgage bonds may be redeemed after 5 years at 102.

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 35 lb. to 48 lb. T and girder rail; 5 horses; 60 cars, of which 38 are motor cars and 22 trail cars; Hamilton-Corliss and McIntosh & Seymour engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. A. N. Johnson, V. Pres. Walter Abbott, Sec. Geo. B. Rose, Treas. C. F. Penzel, Gen. Man. Pur. Agt. & Ch. Engr. W. C. Badger, Supt. A. L. Collins, Ch. Engr. of Power Station R. F. Baise.

GENERAL OFFICE, 1000 North St., Little Rock, Ark.

REFERENCE.—Description of road, Vol. VIII, Sept., '92, p. 540.

Date of information, Jan., 1900. z

LOCK HAVEN, PA.

Population of Lock Haven, Flemington and Mill Hall, 9,000.

Lock Haven Traction Co.—Chartered Mar. 22, 1895. This company leases and operates the property of the Lock Haven Electric Ry. for 999 years, from Mar. 1895. Receiver was appointed for this road in Sept., 1897.

CAPITAL STOCK, issued, $300,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $150,000; dated April 1, 1895, due 1920; int. payable April and Oct.; trustee of mortgage, West End Trust & Safe Deposit Co., of Philadelphia.

OPERATION.—	Year ending June 30, 1895.	Year ending June 30, 1896.	Year ending June 30, 1897.	Sept 29, 1897 to June 30, 1898.	Year ending June 30, 1899.
Gross receipts	$5,682	$20,017	$17,288	$9,918	$15,307
Operating expenses	4,714	15,395	14,595	9,785	15,075
Earnings from operation	968	4,622	2,693	133	232
Deductions from earnings.					
Taxes		107	158		58
Interest on bonds		3,810	128		
Rentals		267	493		
Net income		438	1,914		174

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equip	$476,434	$476,813	476,813	$476,813
Cash	407	397	867	1,041
Due by agents	167			
Total	$477,008	$477,210	$477,680	$477,854
LIABILITIES.				
Capital stock	$300,000	$300,000	$300,000	$300,000
Funded debt	150,000	150,000	150,000	150,000
Accounts payable	23,047	27,210	27,680	26,813
Bills payable	3,402			
Profit and loss (surplus)	559			1,041
Total	$477,008	$477,210	$477,680	$477,854

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 8 cars, of which 5 are motor cars and 3 trail cars; Phœnix engines, West. dynamos, Gen. Elec. motors, New Castle cars.

OFFICERS.—Receiver William B. Given, Pres. C. A. Bragg, Sec. R. H. Irvine, Treas. George F. Porter, Supt. Frank Andes.

DIRECTORS.—W. H. Mayer, C. O. Baker, Jr., Wilson Kistler, A. J. Belden, Jas. Clark.

GENERAL OFFICE, 24 W. Main St., Lock Haven, Pa. New York office, 121 Liberty St.

Date of information, July, 1899. b

Lock Haven Electric Railway.—Chartered Apr. 14, 1894. This property is leased to and operated by the Lock Haven Traction Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000; dated June, 1894, due 1924; denom. $100, $500 and $1,000; int. payable in gold June and Dec., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—See Lock Haven Traction Co.

OFFICERS.—Pres. L. M. Patterson, Sec. and Supt. R. H. Irvine Treas. George F. Porter.

DIRECTORS.—Wilson Kistler, W. H. Mayer, J. A. Seely, P. J. Bennett, J. H. Fredericks, L. M. Patterson, C. O. Baker, Geo. F. Porter, A. J. Belden.

GENERAL OFFICE, 24 W. Main St., Lock Haven, Pa.

Date of information, July, 1899. b

LOGANSPORT, IND.

Population in 1880, 11,198, in 1890, 13,328.

Logansport Railway Co.—In June, 1895, this property was placed in the hands of a receiver. In Feb., 1899, this property was sold to George J. Marott, of Indianapolis, for $20,000, he assuming $80,000 of indebtedness.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5, of road, 5.5; gauge, 4 ft.; 40 lb. T rail; 12 cars, of which 9 are motor cars and 3 trail cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Geo. J. Marott (Indianapolis), Sec. C. A. Dryer, Gen. Man. & Treas. D. D. Fickle, Elecn. A. E. Haun, Ch. Engr. of Power Station C. A. Herring.

GENERAL OFFICE, 214 4th St.

Date of information, Jan., 1900. z

Logansport, Rochester & Northern Traction Co.—This company was organized to construct an electric railway from Logansport to Rochester, Ind., with extensions to connect with the interurban lines of the Indiana Railway Co., of South Bend, Ind. Construction work is to be commenced in the spring of 1900.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 100; gauge, 4 ft. 8½ in.; 70 lb. T rail; 12 motor cars.

OFFICERS.—Pres. J. T. McNary, V. Pres. L. W. Walker, Sec. Geo. W. Holman, Treas. B. F. Keesling, Ch. Engr. Walter A. Osmer.

DIRECTORS.—J. T. McNary, Geo. W. Holman, J. E. Beyer, W. A. Osmer, B. F. Keesling, Seth M. Velsey, J. B. Shultz, J. D. Wideman, L. W. Welker, H. S. Park.

GENERAL OFFICE, 412 Broadway, Logansport, Ind.

Date of information, Feb., 1900. x z

LONDON, ONT.

Population in 1880, including suburbs, was about 30,000; in 1890, about 35,000; in 1895, about 40,000.

London Street Railway Co.—Chartered 1873, for 50 years. Annual meeting second Wednesday in Jan.

Capital Stock, authorized, $750,000, issued, $250,000; par value, $40 per share.

Funded Debt, $350,000.

Franchises.—Municipal franchises were granted on Mar. 8, 1875, for 50 years; electrical rights were granted June 8, 1895, and work of conversion from the horse system is now completed.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Gross receipts	$57,010	$56,537	$94,194	$101,366	$113,812
Operating expenses	44,920	39,643	54,171	58,452	65,665
Earnings from op	12,090	16,894	40,023	42,914	48,147
Deduc. from earnings	2,571	4,416	14,730	19,088	19,117
Net income	9,519	12,478	25,293	23,826	29,030
Dividends paid	6,000	6,000	*10,000	21,000	21,000
To surplus account	3,519	6,478	15,293	2,826	8,030
Total surplus account	12,956	29,789	16,941	17,737	23,915

* In addition to the dividend a bonus of $25,000 was paid during the year.

Plant and Equipment.—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 56 lb. T and 73 lb. girder rail; 43 cars, of which 31 are motor cars and 12 trail cars; Armington & Sims engines, Gen. Elec. dynamos and motors, Patterson & Corbin cars.

Officers.—Pres. H. A. Everett, V. Pres. T. H. Smallman, Sec. Treas. & Gen. Man. Chas. E. A. Carr, Supt. & Ch. Engr. S. Potter.

Directors.—H. A. Everett, Cleveland, O.; E. W. Moore, T. H. Smallman, C. W. Wason, H. S. Holt, Wm. Spencer, P. W. Broderick.

General Office, Dundas St.

References.—Annual report, Vol. X, Mar., '94, p. 213; description of road (brief), Vol. XI, Souv., '95, p. 47.

Date of information, Jan., 1900. z

LONG BRANCH, N. J.

Population in 1880, 3,833, in 1890, 7,231.

Long Branch Electric Railway Co.

CAPITAL STOCK, $100,000.

OFFICER.—Treas. C. Ewing Patterson.

GENERAL OFFICE.—Long Branch, N. J.

Date of information, Apr., 1899. b c

West End & Long Branch Railway Co.—This road is leased to, and operated by, the Atlantic Coast Electric R. R. Co.

CAPITAL STOCK, $97,500.

PLANT AND EQUIPMENT.—Miles of track, 5.37.

OFFICER.—Pres. John E. Comins.

Date of information, Apr., 1899. b c

LONG ISLAND CITY, N. Y.

New York & Queens County Railway Co.—Chartered June 26, 1896, as a consolidation of the Steinway Ry. Co., of Long Island City, the Newtown Ry. Co., the Riker Ave. Ry. Co., the Long Island City & Newtown Ry. Co., and the Flushing & College Point Ry. Co. The company controls the entire street railway system of Long Island City, together with a line to Flushing. Annual meeting third Thursday in July. This company is controlled by the same interests that control the New York and North Shore Ry. Co., of Brooklyn.

Capital Stock, authorized, $2,500,000, issued, $2,223,100; par value, $100 per share.

Funded Debt.—Consolidated mortgage (see note) 5 p. c. gold bonds, authorized, $4,200,000, issued $2,500,000; in escrow (see note), $1,700,000; dated 1896, due 1946; int. payable April and Oct., at office of Mercantile Trust Co., trustee of mortgage.

Steinway Ry. Co.'s first mortgage 6 p. c. gold bonds, $1,500,000; dated 1892, due July 1, 1922.

Newtown Ry. Co.'s first mortgage 5 p. c. bonds, $150,000; dated 1894, due Dec., 1924.

Flushing & College Point Ry. Co.'s first mortgage 5 p. c. bonds, $50,000; dated 1895, due Apr., 1925.

Note.—Within the fiscal year 1898-9 a re-organization of this company has occurred wherein the consolidated mortgage of $2,500,-

000 at 5 p. c. has been decreased to $1,300,000 at 4 p. c. By this reorganization—all papers being on file in the office of the Board of R. R. Commissioners—the floating debt has been eliminated and $125,000 of interest charges have been funded. $1,700,000 of the first mortgage bonds are held in escrow to retire the three prior liens described above.

Franchises.—The franchises are for 999 years, and no burdensome conditions are attached. The company is not required to pave or keep in repair any portion of the streets through which its lines run. The company's lines occupy all the principal streets in Long Island City, and connect (exclusively) with the two ferries to New York, and with the Brooklyn street railway system.

Operation.—Year ending—

	Dec. 31, 1895.	June 30, 1896.	June 30, 1897.	June 30, 1898.	June 30 1899.
Receipts from pass.....	$296,319	$331,745	$404,459	$408,949	$423,017
" other sources..	7,784	27,125	68,013	28,808	3,379
" total.....	304,103	358,870	472,472	437,757	426,396
Operating expenses....	169,115	194,912	232,408	251,278	242,923
Earnings from operation	134,988	163,958	240,064	186,479	183,473
Deductions from earnings.					
Interest.....	98,711	99,561	200,000	238,095	‡115,407
Taxes.....	8,022	12,708	15,948	16,750	16,876
Net income	28,154	51,689	24,117	†68,366	51,190
Total surplus.....			25,647	†52,625	†1,435

† Deficit.

‡ In addition to $125,000 interest funded by reorganization.

OPERATING EXPENSES.

Year ending June 30.	1897.	1898.	1899
General expenses.....	$33,506	$40,051	$37,624
Maintenance of way and buildings....	12,862	18,699	27,759
" " equipment.....	22,462	29,873	29,036
Transportation expenses.....	163,578	162,665	148,504
Total.....	$232,408	$251,278	$242,923

STATISTICS OF TRAFFIC.

Year ending June 30.	1897.	1898.	1899.
Revenue passengers carried.....	7,589,176	8,419,446	8,651,987
Transfer " "			1,220,963
Car miles run.....	*1,400,000	2,372,900	2,277,658
Total receipts per car mile.....	$.338	$.189	$.187
Operating expenses per car mile...	.166	.106	.106

* Estimated.

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, *1899.
Cost of road & equipment.	$6,077,452	$6,316,307	$6,411,227	$5,148,236
Cash assets.....	22,251	2,720	1,937	305,633
Supplies on hand.....	5,661	11,004	26,382	12,500
Permanent investments..		566,727	739,402	
Stock uncalled for.....				92,800
Open accounts.....	189,026		22,819	12,113
Profit and loss (deficit)...	19,114		52,625	
Total.....	$6,313,503	$6,896,757	$7,254,392	$5,571,282
LIABILITIES.				
Capital stock.....	$2,000,000	$2,000,000	$2,150,000	$2,223,100
Funded debt.....	3,700,000	3,700,000	3,700,000	3,000,000
Special loans.....		1,078,750	1,120,000	
Bills payable.....	268,397		191,728	114,085
Open accounts.....	222,817	284,969	6,447	
Accrued interest.....	25,833	25,833	42,663	98,363
Accounts payable.....		52,527	29,584	28,934
Real estate mortgage....		14,000	14,000	14,000
Due stockholders.....				92,800
Profit and loss (surplus)..		25,647		
Total	$6,313,503	$6,896,757	$7,254,392	$5,571,282

* See note in opening paragraph.

Plant and Equipment.—Miles of track (electric), 66.82; gauge, 4 ft. 8½ in.; 75 lb. and 93 lb. girder rail; 232 cars, of which 183 are motor cars, 30 trail cars and 19 miscellaneous cars; 1,750 H. P. station plant; Cooper-Corliss engines, B. & W. boilers, Gen. Elec. dynamos and motors.

Officers.—Pres. W. H. Shelmerdine, Philadelphia; V. Pres. & Gen. Man. J. R. Beetem, Sec. & Treas. I. M. Tritt.

Directors.—W. H. Shelmerdine, E. J. Matthews, James M. Gregg, Philadelphia; C. D. Simpson, Scranton; James Magnolia, New York City; Frank P. Maize, J. R. Beetem, G. H. McDonnell, Long Island City.

General Offices, 29 Broadway, New York, and 7 and 9 Borden Ave., Long Island City.

References.—STEINWAY RY. CO.—Description of power plant, Vol. IX, Dec., '93, p. 786 (ill.); description of repair shop, Vol. XII, Apr., '96, p. 236 (diagram); description of power plant, Vol. XI, May, '95, p. 303 (ill.); description of track, Vol. XII, Aug. '96, p. 494 (ill.); NEW YORK & QUEENS COUNTY R. T. CO.—Reorganization, Vol. XIII, May, '97, p. 320.

Date of information, Feb., 1900. b x

LONGVIEW, TEX.

Population in 1880, 1,525, in 1890, 2,034, in 1896, 4,695.

Longview & Junction Street Railway.

CAPITAL STOCK, authorized, $5,000, issued, $4,500; par value, $25 per share.

FUNDED DEBT.—None.

DIVIDENDS.—In 1894, 12 p. c.; in 1895, 8 p. c.; in 1896, 9 p. c.

PLANT AND EQUIPMENT.—Miles of track (horse), 1; gauge, 3 ft. 6 in.; 16 lb. rail; 4 horses, 2 cars.

OFFICERS.—Pres. E. S. Terry, V. Pres. E. P. Bass, Sec. & Treas. R. B. Levy, Gen. Man. W. D. Northcutt.

DIRECTORS.—W. S. Mayfield, E. S. Terry, R. B. Levy, E. F. Young.

Date of information, Apr., 1897. a z

LORAIN, O.

Population in 1880, 1,595; in 1890, 4,863; in 1896, 11,500.

Lorain Street Railway Co.—Chartered in 1894, for 25 years. The road commenced operation on Sept. 16, 1894, and connects Lorain and Elyria.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $200,000; dated Jan. 1, 1894, due 1915; denom. $1,000; int. payable Jan. and July, at office of the Guardian Trust Co., of Cleveland, O., trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1896.	1897.
Total receipts.....	$54,628	$48,635
Operating expenses.....	32,666	35,982
Earnings from operations.....	21,962	12,653

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; gauge, 4 ft. 8½ in.; 70 lb. T and 85 lb. girder rail; 19 motor cars; Straight Line engines, Gen. Elec. dynamos, Steel motors, Stephenson cars.

OFFICERS.—Pres. F. M. Haines, Sec. P. M. Boyd, Treas. F. T. Horan, Gen. Man. C. Loomis Allen, Pur. Agt. John K. Frye.

REFERENCE.—Operating detail (brief), Vol. XII, July, '96, p. 414.

Date of information, Feb., 1900. x

LOS ANGELES, CAL.

Population in 1880, 11,183; in 1890, 50,395; in 1900 (local estimates), 125,000.

Los Angeles Railway Co.—Chartered Mar. 20, 1895, by the bondholders of the Los Angeles Consolidated Electric Ry. Co., as a successor to that company, which was a consolidation in 1893 of the Consolidated Electric Ry. Co., Electric Rapid Transit Co., Mateo St. & Santa Fé Ave. St. Car Co., Los Angeles & Vernon St. Ry. Co., Depot Ry. Co. of Los Angeles, Los Angeles Cable Ry. Co., Pacific Ry. Co., Elysian Park Ry. Co. On Oct. 1, 1898, the Main Street & Agricultural Park R. R. Co., and the Main, Fifth & San Pedro St. Ry. Co. were also consolidated with this company.

Capital Stock, authorized and issued, $5,000,000.

Funded Debt.—Consolidation mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $4,159,000; coupon but may be registered; dated Oct. 1, 1898, due 1938; denom. $1,000; int. payable Apr. & Oct. at company's office in San Francisco; trustee of mortgage Union Trust Co. of San Francisco.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.
Receipts from passengers	$682,142	$632,174	$699,622	$716,960
" other sources	11,662	49,151	46,869	35,966
" total	693,804	681,325	746,491	752,026
Operating expenses.....	460,691	453,629	479,878	504,424
Earnings from operation.....	233,113	227,696	266,613	248,502
Deductions from earnings.				
Fixed charges.....	33,525	41,704	18,136	19,310
Net income.....	199,588	185,992	248,477	229,192

Plant and Equipment.—Miles of track (electric), 94.36; gauge, 3 ft. 6 in.; 50 lb. and 60 lb. T and girder rail; 198 cars, of which 143 are motor cars and 55 trail cars; 3,250 H. P. station plant; G. S. & M. I. W. engines, Stirling boilers, Gen. Elec. & West. dynamos and motors, Brill, Stockton, C. H. & A. and St. Louis cars.

Officers.—Pres. H. E. Huntington, V. Pres. Ch. de Guigné, Sec. J. T. Burke, Treas. I. W. Hellman, Gen. Man. Fred. W. Wood, Supt. John J. Akin.

Directors.—A. Borel, H. E. Huntington, I. W. Hellman, Ch. de Guigne, E. Burke Holliday, J. A. Muir, Howard E. Huntington.

General Office, cor. 6th St. and Central Ave., Los Angeles, Cal.

References.—PACIFIC RY. CO.—Sale, Vol. IX, Nov., '93, p. 777; Description of road, Vol. IX, Aug., '93, p. 525 (ill.). LOS ANGELES CONSOLIDATED ELECTRIC RY. CO.—Description of road, Vol. VII, Dec.,

'91, p. 661 (ill.); Vol. IX, July, '93, p. 464 (ill.). LOS ANGELES CABLE RY. CO.—Description, Vol. VI, Mar., '90, p. 97 (ill.). MAIN STREET & AGRICULTURAL PARK R. R. CO.—Short description of road Vol. IX, Aug. '93, p. 529. LOS ANGELES RY. CO.—Reorganization, Vol. XI, May, '95, p. 340; description of parks (brief), Vol. XIII, Mar., '97, p. 152; description of road and operating methods, Vol. XIV, June, '98, p. 303 (ill.).

Date of information, Feb., 1900. z

Los Angeles-Pacific Railroad Co.—This company is a consolidation under the laws of California of the Pasadena & Pacific Ry. Co. of Arizona, and the Pasadena & Pacific Ry. Co. of California; two corporations with bond issues of $400,000 and $350,000 respectively.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage bonds, authorized $1,000,000, issued, $750,000; held in treasury, $250,000 (see Note).

Note.—Of the new issue of stock, $750,000 was used to refund the underlying bonds mentioned above, and of the bond issue, $750,000 have been sold and $250,000 are held in treasury for future extensions and betterments.

Plant and Equipment.—Miles of track, 72, electric 59½, steam 7, horse 5½; gauge, 3 ft. 6 in.; 40 lb. to 60 lb. T rail; 60 cars, of which 25 are motor cars with West. motors, 10 are Pullman coaches and 25 miscellaneous cars; 2 locomotives; West. generators, Ball & Wood engines, Brill and Pullman cars.

Officers.—Pres. & Gen. Man. E. P. Clark, V. Pres. J. R. Clark, Sec. A. I. Smith, Treas. M. E. Hammond, Supt. W. D. Larrabee, Elecn. L. B. Pemberton.

General Office, 222 W. 4th St., Los Angeles, Cal.

Date of information, Jan., 1900. z

Temple Street Cable Railway Co.—Chartered Oct. 31, 1885, for 30 years. This company is now in the hands of a receiver.

Capital Stock, authorized and issued, $400,000; par value, $100 per share.

Funded Debt.—(See Note) First mortgage, 6 p. c., gold bonds, authorized and issued, $100,000; coupon, but may be registered; due Jan. 1, 1896; int. payable (in gold) Jan. and July, at office of Farmers' & Merchants' Bank of Los Angeles; trustees of mortgage, W. Alvord and Thomas Brown of San Francisco.

Note.—Time of redemption has expired and receiver is operating road for the bond holders, who have not as yet reorganized.

Plant and Equipment.—Miles of main line, 3, of second track, 1.75, total track (cable), 4.75; gauge, 3 ft. 6 in.; 38 lb. girder rail; 21 cars, of which 11 are grip cars and 10 trail cars; Union engines, Stephenson cars.

Officers.—Recr. E. T. Wright, Supt. E. K. Koster.

General Office, 226 S. Spring St., Los Angeles, Cal.

References.—Description of road, Vol. VI, Sept., '90, p. 409 (ill.); Vol. IX, Aug., '93, p. 528 (ill.).

Date of information, Jan., 1900. z

Pacific Electric Railway Co.—This company is the successor to the Main & Fifth Streets Railway Co.

Plant and Equipment.—Miles of track, 2.46; gauge, 3 ft. 6 in.; 2 combination motor cars; West motors, St. Louis cars.

Officers.—Pres. F. M. Nickell, V. Pres. Chas. Seyler, Sec. & Gen. Man. W. N. Hamaker, Treas. H. W. Hellman.

Directors.—F. M. Nickell, Chas. Seyler, H. W. Hellman, J. Kuhrts, F. P. Flint, E. Randolph, Chas. R. Drake.

General Office, 217 New High St.

Date of information, Jan., 1900. z

Los Angeles Traction Co.—Chartered Feb. 25, 1895. Annual meeting in Feb. Operation commenced Sept. 1, 1895.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $250,000; dated May 1, 1895, due 1915; denom. $1,000; int. payable May and Nov., at Chase National Bank, New York; Union Trust Co., of St. Louis, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 26; gauge, 3 ft. 6 in.; 60 lb. and 70 lb. Shanghai rail; 46 cars, of which 40 are motor cars and 6 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Barney & Smith cars.

Officers.—Pres. T. J. Hook, Sec. Marcus Hook, Gen. Man. W. S. Hook.

General Office, Los Angeles, Cal.

Date of information, May, 1899. c d z

LOUISVILLE, KY.

Population in 1880, 123,758; in 1890, 161,129; in 1898 (local estimates), 225,000.

Louisville Railway Co.—Chartered Apr. 9, 1893, for 99 years. Annual meeting third Wednesday in Feb. This is a consolidation of the following companies: Louisville City Ry. Co., Central Passenger R. R. Co., Kentucky Street Ry. Co., Beargrass Ry. Co. and Crescent Hill Ry. Co. This company owns and operates the entire street railway system of Louisville.

Capital Stock.—Common stock, authorized and issued $3,500,000; par value, $100 per share.

5 p. c. cumulative preferred stock, authorized and issued, $2,500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c., gold coupon bonds, authorized, $6,000,000, issued, $5,108,000; dated July 1, 1890, due 1930; denom. $1,000; int. payable Jan. and July in Louisville and New York (Seligman & Co.); trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville, Ky.

Second consolidated mortgage 4½ p. c. gold bonds, authorized, $2,000,000, to be issued at rate of $200,000 per year (see note) dated Mar. 1, 1900.

Note.—The company has reserved $892,000 of the first consolidated mortgage bonds to retire the prior issues as follows: The second consolidated mortgage bonds are to be issued at $200,000 per year for betterments and improvements.

6 p. c. mortgage bonds Louisville City Ry. Co., original issue and now outstanding, $560,300; dated July 1884, due 1909; denom. $50 and upwards; int. payable Jan. and July, at office of Louisville Trust & Safety Vault Co., trustee of mortgage.

First mortgage 6 p. c. bonds Central Passenger Ry. Co., authorized $400,000, now outstanding, $72,000; dated Nov., 1883, due 1902, denom. $1,000; int. payable May and Nov. in Louisville; trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville.

6 p. c. mortgage bonds Central Passenger Ry. Co., authorized, $400,000, now outstanding, $259,000; dated Nov., 1888, due 1908; denom. $1,000; int. payable May and Nov., in Louisville; trustee of mortgage Louisville Safety Vault & Trust Co.

Franchises.—The franchises for a part of the system are granted for 99 years from 1893, the balance are granted without time limit.

Operation.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Total receipts..	$1,288,172	$1,234,526	$1,238,042	$1,297,394	$1,436,828
Operating exp. includ. taxes.	719,686	720,575	722,626	838,574	954,573
Earn from op..	568,486	513,951	515,416	458,820	482,255
Ded from earn. Int. on bonds	311,760	311,023	310,361	309,545	308,500
Net income ...	256,726	202,928	205,055	149,275	173,755
Dividends paid	100,000	200,000	200,000	146,875	} 171,667
" acc.			3,125		
To surplus acc.	156,726	2,928	1,930	2,400	2,088
Total surp. ac't		756,776	661,868		
Per c. op. ex.. to gross rec.	55.8	54.2	71.3	58.3	

Note.—Taxes, 1897, $81,700; 1898, $120,000; in 1899, $133,000.

Balance Sheet.—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Cost of road and equip.	$12,557,162	Capital stock.....	$ 6,000,000
Other per'an't invest..	95,843	Funded debt.....	5,999,300
Cash and curr'nt asset.	259,650	Unfunded and current liabilities.....	330,259
		Profit and loss (surp)..	583,096
Total.....	$12,912,655	Total.....	$12,912,655

Plant and Equipment.—Miles of track, 140; operated by electricity 130, by horses 10; gauge, 5 ft.; 100 miles 78 lb. and 100 lb. girder rail construction, 30 miles T rail construction, 10 miles miscellaneous construction; 116 horses, 500 cars, of which 25 are horse cars, 325 motor cars, and 150 trail cars; 6,000 H. P. engines, Allis, Ball and Williams engines, Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. T. J. Minary, V. Pres. St. John Boyle, Sec. & Treas. Samuel G. Boyle, Supt. T. J. Funk, Ch. Engr. of Power Station W. F. Cook.

Directors.—Alex. H. Davis, Syracuse, N. Y.; H. H. Littell, Buffalo, N. Y.; J. B. Speed, St. John Boyle, Harry Bishop, Attilla Cox, J. W. Gaulbert, T. J. Minary, John Stites.

General Office, 12th and Jefferson Sts.

References.—Description of road, Vol. VII, Jan., '91, p. 4 (ill.). Vol. X, Souv., '94, p. 56; annual report, Vol. IX, Mar., '93, p. 198; Vol. X, Apr., '94, p. 275; Vol. X, June, '94, p. 411; description of road (brief), Vol. X, Souv., Oct., '94, p. 55; description of engine, Vol. XV, Jan., '99, p. 8 (ill.).

Date of information, Feb., 1900. z

LOWELL, MASS.

Population in 1880, 59,475, in 1890, 77,696. The total present population of the city and suburbs is approximately 95,000.

Lowell & Suburban Street Railway Co.—Chartered May 1, 1891. Annual meeting third Thursday in Oct. This is a consolidation of the Lowell Horse R. R. Co. (inc. 1863) and the Lowell & Dracut Street Ry. Co. (inc. 1887). The capital stock of this company is now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized, $1,200,000; issued, $1,000,000; par value, $100 per share; to be issued Oct. 1, 1899, $200,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Dec. 1, 1891, due 1911; denom. $1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Dividends.—The company has paid regular 6 p. c. dividends upon its stock since 1884.

Operation.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Rects from. pass...	$324,910	$381,934	$369,504	$380,178	$405,651
" other sources	4,897	†40,804	12,300	9,771	12,597
" total.....	329,807	422,739	381,804	389,949	418,248
Operating expenses	199,346	243,576	234,301	238,059	234,376
E'rn'gs from op'n..	130,461	179,163	147,503	151,890	183,872
Deduct. from earn.					
Int. on bonds....	50,000	50,000	50,000	50,000	50,000
Interest on fl"ing debt.....	8,683	18,627	24,070	19,375	13,872
Taxes.....	7,852	10,468	13,585	14,984	27,237
Dep'n and renew.	21,271	45,806	42,424	28,303	12,846
Net income.....	42,655	54,262	17,424	39,228	79,917
*Total income.....			50,124		
Div. paid 6 p. c.....	33,000	36,000	48,000	54,000	60,000
To surplus account.	9,655	18,262	2,124	‡14,772	19,917
Total surplus acct..	31,951	50,213	52,338	37,566	43,641
P. c. op. ex. to total receipts.....	60.4	57.7	61.4	61.0	56.0
Stock rec'g divs.	500,000 / 600,000	600,000	800,000	900,000	1,000,000

*1897. Includes premium $30,000 from sale of 2000 shares stock at $115 and bonus for building, extra $2,700.

†1896. Includes premium $30,000 from sale of 2000 shares stock at $115.

‡From surplus account.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses.....	$ 34,498	$ 38,753	$ 34,964	$ 36,095	$ 30,609
Main. of way and bldgs.	20,263	27,982	26,270	32,555	31,681
" of equip....	17,243	23,146	19,612	24,888	27,709
Transportation exps....	127,341	153,694	153,454	144,521	144,377
Total.....	$199,346	$243,576	$234,301	$238,059	$234,376

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Pass. carried.....	6,552,684	7,680,940	7,439,195	7,679,147	8,190,103
Car miles run.....	1,578,392	1,802,093	1,776,205	1,938,352	1,939,163
Total receipts per car mile.....	$.209	$.235	$.212	$.200	$.215
Op.exp.per car mile.	.126	.135	.131	.123	.121

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road.....	$1,203,811	$1,204,302	$1,255,255	$1,279,249
" equipment.....	316,259	324,954	332,721	339,830
Land, bldgs.and mach'y..		584,834	582,693	745,312
Cash and current assets.	45,028	68,849	20,300	77 660
Other perm. invest's.....	608,003	158,367	160,439	
Bills and acc'ts receivable	8,375		13,200	
Material and supplies....	44,696		48,252	45,166
Other assets.....	4,048	71,798	6,544	
Total.....	$2,230,220	$2,413,103	$2,420,404	$1,946,556	$2,487,217
LIABILITIES.				
Capital stock.....	$ 800,000	$1,000,000	$1,000,000	$1,000,000
Subscription to cap. stk..				101,185
Funded debt.....	1,000,000	1,000,000	1,000,000	1,000,000
Bills payable.....	363,340	341,404	361,618	296,772
Special funds.....		2,695	4,553	10,000
Accrued interest.....	16,667	16,667	16,667	35,619
Profit and loss (surplus)..	50,213	52,338	37,566	43,641
Total.....	$2,230,220	$2,413,103	$2,420,404	$2,487,217

Plant and Equipment.—Miles of track (electric), 62.90; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T and girder rail; 9 horses, 144 cars, of which 13 are horse cars, 122 are motor cars and 22 trail cars; 3,650 H. P. station plant; Cooper engines, Gen. Elec. dynamos and motors, S. & W. Cahall boilers, Brill, Jones, Newburyport and Stephenson cars; Bemis, Brill and Taylor trucks.

Officers.—Pres. E. M. Tucke, V. Pres. August Fels, Sec. P. F. Sullivan, Treas. Percy Parker, Audr. D. D. Bartlett, Supt. P. T. Begley, Gen. Man. Franklin Woodman, Ch. Engr. Daniel Hart, Elecn. Chas. F. Bancroft.

Directors.—E. M. Tucke, August Fels, Percy Parker, Thos. Costello, E. A. Smith, Miles F. Brennan, M. S. Bernheimer, John Lennon, P. F. Sullivan.

General Office, 333 Union St., Lynn, Mass.

References.—Description of road, Vol. VII, Dec., '91, p. 683 (ill); annual report, Vol. X, Jan., '94, p. 78; flywheel accident, Vol. IX, Apr., '93, p. 208 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 149; pleasure park, Vol. XIII, June, '97, p. 348.

Date of information, Feb., 1900. b

Reading & Lowell Street Railway Co.—Chartered Sept. 10, 1895. This road commenced operation in Dec., 1895. This company has been consolidated with the Wakefield & Stoneham St. Ry. Co., the capital stock of which is now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $100,000; par value, $100 per share.

Operation.	9½ mos. ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Year ending Sept. 30, 1899.
Receipts from passengers..	$17,191	$17,374	$16,588	$17,799
" other sources.....	55	100	151	125
" total.....	17,246	17,474	16,739	17,924
Operating expenses	13,847	17,373	15,555	20,549
Earnings from operation...	3,398	101	1,184	*2,625
Deductions from earnings.				
Interest.....	1,941	3,029	3,285	3,755
Taxes.....	1,188	1,155	785	770
Net income.....	269	*4,083	*2,886	*7,150
Total surplus.....		3,813	*6,699	*13,849

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses.....	$ 2,261	$ 1,960	$ 3,067
Maintenance of way and buildings.....	829	592	1,716
" " equipment.....	872	1,043	1,764
Transportation expenses.....	13,410	11,960	14,002
Total.....	$17,373	$15,555	$20,549

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried.....	346,341	332,530	353,245
Car miles run.....	158,415	146,373	140,837
Total receipts per car mile.....	$.110	$.114	$.127
Operating expenses per car mile.....	.110	.106	.145

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899,
Cost of road.....	$137,444	$138,764	$140,253	$140,381
Cost of equipment.....	14,359	14,535	14,551	14,652
Cash and current assets.....	1,692	3,502	2,656	4,051
Other assets	250	529	529	529
Profit and loss (deficit).....		3,814	6,699	13,849
Total.....	$153,745	$161,144	$164,688	$173,462
LIABILITIES.				
Capital stock.....	$100,000	$100,000	$100,000	$100,000
Current liabilities.....	53,476	61,145	64,688	73,284
Accrued "				178
Profit and loss (surplus).....	269			
Total.....	$153,745	$161,144	$164,688	$173,462

Plant and equipment.—Miles of track (electric), 11.98; 7 motor cars.

Officers.—Pres. Elwin C. Foster, V. Pres. P. F. Sullivan, Treas. Charles Williams, Sec. Edwin L. Stone, Supt. Chas. F. Heath.

Directors.—Chas. F. Woodward, Wakefield, Mass.; Elwin C. Foster, Charles Williams, Jos. H. Goodspeed, Edwin L. Stone, P. F. Sullivan.

General Office, 333 Union St., Lynn, Mass.

Date of information, Feb., 1900. b

LYNCHBURG, VA.

Population in 1880, 15,959, in 1890, 19,709.

Lynchburg Electric Railway & Light Co.—Chartered, Feb. 2, 1892 in perpetuity. Municipal franchise granted Oct. 7, 1898, for 40 years. Annual meeting in January. This company is the successor to the Lynchburg Electric Co.

CAPITAL STOCK, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $150,000: dated Nov. 1, 1898, due 1934; denom. $1,000; int. payable Jan. and July at office of State Trust Co., of New York, trustee of mortgage.

Treasury bonds issued for reconstruction and re-equipment.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in. The whole system is now in process of reconstruction,

OFFICERS.—Pres. R. A. C. Smith, Sec. & Treas. D. D. Mallory, Gen. Man. & Pur. Agt. A. T. Powell, Elecn. & Supt. Power House S. H. Cochran.

DIRECTORS.—R. A. C. Smith, W. S. Johnston, H. G. Runkee, R. Harrison, Thos. B. Kent, Isaac Rosenwald, H. D. Macdona.

GENERAL OFFICE, Park Ave., Lynchburg, Va. President's and Treasurer's office, 100 Broadway, N. Y.

Date of information, May, 1899. c

Lynchburg & Rivermont Street Railway Co.—This company owns and operates a complete electric lighting plant, and holds contract for lighting city which has seven years to run from Jan. 1, 1899.

CAPITAL STOCK, $30,000.

FUNDED DEBT.—*First mortgage 5 p. c. gold bonds, authorized and issued $100,000, covering light and railway properties; dated, June 30, 1898, due 1931; int. payable Jan. and July, at office of National Exchange Bank, Lynchburg, Va.; trustees of mortgage, Blackford & Kirkpatrick.

Second mortgage bonds authorized and issued, $50,000.

* NOTE.—All previously outstanding bonds were cancelled upon the issue of this mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T and girder rail; 16 motor cars; Russell and Green engines, Gen. Elec. and West. dynamos and motors, L. & F., Brill and St. Louis cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. H. P. Woodson, V. Pres. C. V. Winfree, Sec. & Treas. R. J. Snead, Supt. & Elecn. A. E. Anderson, Ch. Engr. of Power Station J. Barnard.

DIRECTORS.—H. P. Woodson, C. V. Winfree, R. O. Horton, R. T. Watts, R. J. Snead, W. C. Ivey, Ellen M. Wall.

GENERAL OFFICE, 812 Church St., Lynchburgh, Va.

Date of information, Jan., 1900. z

MACON, GA.

Population in 1880, 12,749, in 1890, 22,746, in 1896, 23,939.

Macon Consolidated Street Railroad Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. refunding coupon gold bonds, authorized, $350,000; issued, $341,000; in treasury, $19,000; dated Mar. 1, 1899, due 1929; denom. $1,000; int. payable Mar. and Sept. at office of Old Colony Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$61,197	$67,555	$69,117	$73,217	$78,987
" other sources	7,993	5,864	5,605	5,547	5,724
" total	69,190	73,419	74,722	78,764	84,711
Operating expenses	44,529	48,847	53,499	50,688	58,039
Earnings from operation	24,661	24,572	21,223	28,076	26,672
Deductions from earnings.					
Interest on bonds	16,621	17,250	20,460	17,250	17,993
Interest on floating debt.				123	386
Taxes	90	3,842	3,123	3,900	3,900
Net income	7,950	3,480	*2,360	6,803	4,393
Dividends paid	5,000	2,500			
To surplus account	2,950	980		3,593	4,393
Total surplus accountt	16,950	27,930	25,571	29,164	33,557
P. c. op. exp. to total receipts.	70	66.5	71.6	63.3	68.5

*Deficit.

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$627,467	$629,890	$502,342	$516,349
Cost of equipment	231,204	231,709	317,881	318,740
Other permanent investments	4,000	4,000	72,188	78,510
Cash	892	1,223	6,010	3,071
Bills and accounts receivable	9,530	6,748	5,303	2,654
Total	$873,093	$873,571	$903,724	$919,524
LIABILITIES.				
Capital stock	$500,000	$500,000	$500,000	$500,000
Funded debt	345,000	345,000	345,000	350,000
Horse account	50			
Bills and accounts payable	113	3,000	29,560	35,767
Profit and loss (surplus)	27,930	25,571	29,164	33,557
Total	$873,093	$873,571	$903,724	$919,324

PLANT AND EQUIPMENT.—Miles of track (electric), 20.5; gauge, 4 ft. 8½ in.; 30 lb. to 45 lb. T rail; 30 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. P. L. Saltonstall, Sec. D. K. Snow, Trea. S. R. Anthony, Supt. E. E. Winters, Elecn. B. M. Bell.

DIRECTORS.—S. Reed Anthony, P. L. Saltonstall, D. K. Snow, E E. Winters, A. L. Miller.

GENERAL OFFICE, 53 State St., Boston, Mass.

Date of information, Feb., 1900. z

Macon Electric Light & Railway Co.—Chartered in 1898 as the successor to the Macon & Indian Spring Electric Street Ry. Co.

CAPITAL STOCK, $100,000,

FUNDED DEBT.—6 p. c. 30 year bonds, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 30 lb., 40 lb. and 70 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, American and Lamokin cars.

OFFICERS.—Pres. & Gen. Man. T. J. Carling, Sec. & Treas. J. H. Hertz, Supt. & Elecn. J. T. Nyhan.

GENERAL OFFICE, Macon, Ga.

Date of information, May, 1899. c

McKEESPORT, PA.

Population in 1880, 8,212, in 1890, 20,741.

McKeesport, Wilmerding & Duquesne Railway Co.—Chartered Mar. 3, 1898. This company purchased at receiver's sale, by trustee, Aug. 4, 1897, the property of the McKeesport, Duquesne & Wilmerding R'y Co., which was chartered Aug. 10, 1892.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT, issued, $76,500.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	6 mos. ending June 30, 1898.	Year ending June 30, 1899.
Gross receipts	$24,100	$38,295	$52,376	$20,770	$60,634
Operating expenses	25,809	32,293	43,231	16,915	51,689
Earnings from operation	*1,709	6,002	9,145	3,855	8,945
Deductions fr. earnings.		10,641	23,853	2,876	7,196
Net income		*4,639	*14,708	979	1,749

*Deficit.

BALANCE SHEET.—Dated June 30.

ASSETS.	1895.	1898.	1899.
Roads purchased	$545,000	$388,886	$506,112
New construction	40,955	3,226	
Cost of equipment	9,973	1,138	19,903
Real estate			46,629
Bridges	3,621		
Overhead construction	10,734		
Cash	3,173	895	164
Other assets	31,389	5,334	50
Total	$644,845	$399,479	$572,858
LIABILITIES.			
Capital stock	$350,000	$350,000	$350,000
Funded debt	182,083	41,500	76,500
Unfunded debt	102,555	7,000	124,114
Other liabilities	4,485		17,212
Profit and loss (surplus)	5,722	979	5,032
Total	$644,845	$399,479	$572,858

PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge, 5 ft. 2½ in.; 45 lb. to 90 lb. T and Girder rail; 11 motor cars; Russell engines, West. dynamos and motors, Laclede cars.

OFFICERS.—Pres. E. C. Converse, V. Pres. J. S. Kuhn, Sec. & Treas. Geo. Sheppard, Gen. Man. Supt. & Pur. Agt. M. E. McCaskey, Ch. Engr. M. French, Elecn. A. W. Hargebt.

DIRECTORS.—J. S. Kuhn, Geo. Sheppard, Horace Crosby, Wm. B. Rodgers, W. S. Kuhn, J. L. D. Speer, E. C. Converse.

Date of information, July, 1899. b

Versailles Traction Co.—Chartered Sept. 2, 1892. Annual meeting Aug. 27. The company's lines connect the township of Versailles with the city of McKeesport. On Sept. 15, 1897, the affairs of the company were thoroughly reorganized, and all indebtedness, disputed claims, titles to real estate and rights of way were definitely settled.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $100,000.

Please note date of information at end of each report.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$ 8,491	$21,175	$20,901	$22,092	$25,699
Operating expenses	4,011	17,347	17,471	14,365	14,699
Earnings from operation	4,480	3,828	3,430	7,727	11,000
Deductions from earnings.					
Interest on bonds				3,000	6,000
Taxes		430	374	386	366
Other deductions		12,851		375	1,513
Net income		*9,453	3,056	3,966	3,121

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$31,079	$40,730	$41,532	$190,020	$205,354
" equipment	14,795	15,046	15,046	15,000	15,800
Real estate	3,605				
Cash	10,905	1,453	2,082	446	588
Other assets	3,342	375			3,596
Profit and loss (deficit)	924				
Total	$64,650	$57,604	$58,661	$205,466	$225,338
LIABILITIES.					
Capital stock	$ 9,000	$ 9,000	$ 9,000	$100,000	$100,000
Funded debt				100,000	100,000
Loans		45,700	43,700		18,250
Unfunded debt	52,950				
Mortgages payable	2,700			1,500	
Profit and loss (surplus)		2,904	5,961	3,966	7,088
Total	$64,650	$57,604	$58,661	$205,466	$225,338

PLANT AND EQUIPMENT.—Miles of track (electric), 5.75; gauge, 5 ft. 2½ in.; 60 lb. and 90 lb. T and girder rail; 6 motor cars; West. dynamos. New Castle cars.

OFFICERS.—Pres. R. J. Stoney, Jr., Sec. H. H. Swaney, Treas. D. H. Rhodes, Gen. Man. Supt. & Pur. Agt. E. W. Davis, Elecn. W. W. Hall.

DIRECTORS.—R. J. Storey, H. H. Swaney, J. Henderson, Dr. Murray, Albert Pitcairn.

GENERAL OFFICE, 507 Locust St., McKeesport, Pa.

Date of information, July, 1899. b

Youghiogheny Valley Passenger Railroad Co.—This road is operated in conjunction with the Versailles Traction Co. Operation began about Feb. 1, 1899.

CAPITAL STOCK, authorized $140,000; paid in $16,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 5 ft. 2½ ins.; 73 lb. T rail; 4 motor cars; Russell engines, West. dynamos and motors, Laclede cars.

OFFICERS.—Pres. Albert Pitcairn, Sec. H. H. Swaney, Treas. T. Pitcairn, Gen. Man. & Pur. Agt. E. W. Davis, Elecn. W. W. Hall.

GENERAL OFFICE, 507 Locust St., McKeesport, Pa.

Date of information, May, 1899. b c d

MADISON, IND.

Population in 1880, 8,945, in 1890, 8,936.

Madison Light & Railway Co.—This company is the successor, by purchase, to the Madison Street Ry. Co.

CAPITAL STOCK, authorized, and issued, $75,000.

FUNDED DEBT, issued, $48,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 4 motor cars, St. Louis cars.

OFFICERS.—Pres. J. S. Ward, V. Pres. J. C. Williams, Sec. & Gen Man. C. R. Johnson, Jr., Ch. Engr. of Power Station B. Laidley.

GENERAL OFFICE, Madison, Ind.

Date of information, Jan., 1900. z

MADISON, WIS.

Population in 1880, 10,324, in 1890, 13,426, in 1896, 18,000.

Madison Electric Railway Co.—Annual meeting of stockholders the second Tuesday in May at Madison. Fiscal year ends April 30. This company is the successor to the Madison City Ry. Co., Feb. 15, 1898, which was sold under foreclosure.

CAPITAL STOCK, $75,000, issued $56,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued, $140,000; dated Feb. 15, 1898, due 1918; denom. $500; int. payable Feb. and Aug. at office of Savings & Trust Co., of Cleveland, O., trustee of mortgage.

OPERATION.—Period of 14½ months, ending May 1, 1899.

Gross receipts	$56,708
Operating expenses	44,146
Earnings from operation	12,562
Deductions from earnings.	
Interest on bonds	8,458
To surplus account	4,104

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 50 lb. T rail; 24 cars, of which 20 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, St. Louis and Wells & French cars; rent power.

OFFICERS.—Pres. F. W. Oakley, V. Pres. Wm. H. Lamprecht, Sec. & Treas. H. R. Newcomb (42 Euclid Ave., Cleveland, O.), Supt. G. H. Shaw, Elecn. Matthew Stumpf.

DIRECTORS.—F. W. Oakley, H. R. Newcomb, P. L. Spooner, Wm. H. Lamprecht, J. H. Palmer, S. M. Hamill, George B. Burrows.

GENERAL OFFICE, Main and Baldwin Sts., Madison, Wis.

REFERENCE.—Description of road, Vol. IX, Mar., '93, p. 151 (ill.).

Date of information, Jan., 1900. z

MAHANOY CITY, PA.

Population in 1880, 7,181, in 1890, 11,286.

Lakeside Railway Co.—Chartered Jan., 1893, in perpetuity.

CAPITAL STOCK, $250,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $250,000, issued, $200,000; coupon, but may be registered; dated Nov. 1, 1893; due 1923; denom. $100, $500 and $1,000; int. payable May and Nov., at office of Equitable Trust Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 motor cars; West. engines, West. and Walker dynamos and motors, Lamokin cars.

OFFICERS.—Pres. Dallas Sanders, Philadelphia; Treas, John A. Johann, Gen. Man. E. W. Ash, Supt. & Ch. Engr. W. J. Pounder, Elecn. B. L. Eltingham.

DIRECTORS.—Dallas Sanders, John A. Johann, A. P. Blakeslee, J. F. Bailey.

GENERAL OFFICE, Mahanoy City, Pa.

Date of information, Feb., 1900. z

MANCHESTER, N. H.

Population in 1880, 32,630, in 1890, 44,126, in 1894 (local estimates), 46,000.

Manchester Street Railway.—Chartered July 20, 1876, in perpetuity.

CAPITAL STOCK, authorized, $250,000, issued, $170,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated Jan. 1, 1895, due 1915, but redeemable after Jan. 1, 1905; denom. $500 and $1,000; int. payable Jan. and July, at office of Shoe & Leather Nat'l Bank, of Boston, Mass.; trustee of mortgage, American Loan & Trust Co.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass	$81,939	$137,891	$143,840	$158,758	$162,074
" other sources	985	10,890	2,486	127	3,578
" total	82,924	148,781	146,326	158,885	165,652
Operating expenses	87,594	91,450	119,800	139,309	144,921
Earnings from operation	*4,670	57,331	26,526	19,576	20,731
Deductions from earnings.					
Interest paid		12,677	12,509	12,577	12,600
Taxes		1,301	2,243	4,068	4,914
Commission		1,000			
Net income		42,363	11,775	2,931	3,217
Dividends paid	2,500	3,958	11,417		
To surplus account		38,405	358	2,931	
Total surplus account				31,161	†14,258
Per c. op. exp. to total rec.	106	61.5	81.9	87.7	87.4

* Deficit.

† After deducting $20,120 charged off on depreciation account.

DIVIDENDS, in 1893, 9 p. c.; in 1894, 7½ p. c.; in 1895, 10 p. c.; in 1896, 10 p. c.; in 1897, 9 p. c.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.
General expenses	$22,349	$30,518	$49,988
Maintenance of roadway and buildings	6,928	10,060	6,231
" " equipment	11,334	14,270	11,526
Transportation expenses	79,190	84,461	77,176
Total	$119,800	$139,309	$144,921

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Passengers carried	3,585,896	3,817,308	3,872,330
Car miles run	887,097	906,492	817,925
Total receipts per car mile	$.165	$.175	$.202
Operating expenses per car mile	.120	.154	.177

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$191,975	$244,060	$218,866	$266.245
" equipment	71,104	88,732	154,192	112,791
Other permanent invests	46,549	51,714	79,815	85,081
Cash and current assets	36,490	11,036	463	5,840
Miscellaneous assets	6,501	4,410	1,152	604
Material and supplies			3,792	257
Profit and loss (deficit)	13,188	12,830		
Total	$365,807	$412,782	$458,280	$470,818
LIABILITIES.				
Capital stock	$100,000	$150,000	$170,000	$170,000
Funded debt	250,000	250,000	250,000	250,000
Unfunded debt				35,345
Cur'nt and accrued liabilities.	15,807	12,782	7,119	1,215
Profit and loss (surp.)			31,161	14,258
Total	$365,807	$412,782	$458,280	$470,818

NOTE.—The balance sheet for 1895 is withheld, for the fact that at the close of the year June 30, 1895, the road was in process of transition from horse to electric power.

PLANT AND EQUIPMENT.—Miles of track (electric), 20.5; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. T and girder rail; 70 cars, of which 58 are motor cars and 12 trail cars, 34 other vehicles; Gen. Elec. dynamos and motors, Laconia and Briggs cars; rent power.

OFFICERS.—Pres. W. A. Tucker, Sec. D. A. Taggart, Treas. P. L. Saltonstall, Gen. Man. J. Brodie Smith, Supt. N. H. Walker.

DIRECTORS.—W. A. Tucker, P. L. Saltonstall, J. Brodie Smith, Jr., Walter M. Parker, Chas. T. Means.

GENERAL OFFICE, 21 Depot St., Manchester, N. H. Treas. office, 53 State St., Boston, Mass.

REFERENCES.—Notes, Vol. VII, July, '91, p. 373 (ill.); description of road (brief), Vol. XII, Apr., '96, p. 223 (ill.); pleasure park, Vol. XIII, June, '97, p. 346.

Date of information, Feb., 1900. b c z

MANISTEE, MICH.

Population in 1880, 6,930, in 1890, 12,812, in 1894 (local estimates), 15,000, in 1895 (local estimates), 15,752.

Manistee, Filer City & Eastlake Railway Co.—This road connects Manistee with Filer City and the villages of Eastlake, Stronach, Oak Hill and Parkdale. The total population served is approximately 25,000.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Jan. 1, 1898, due 1918; denom. $500; int. payable Jan. and July, at office of Metropolitan Trust Co., of New York, trustee of mortgage.

NOTE.—First mortgage bonds are subject to call at 105 in 1903 and thereafter. By the terms of the mortgage, $4,000 shall be drawn by lot at 105, on Jan. 1, 1904, and each year thereafter.

OPERATION.—Year ending Dec. 31,	1895.	1896.	1897.	1898.
Total receipts	$36,217	$35,257	$36,159	$38,635
Operating expenses	21,783	20,337	20,903	21,742
Earnings from operation	14,434	14,920	15,256	16,893

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 45 lb. T rail; 30 cars; 1,150 H. P. station plant; Ide engines, Gen. Elec. dynamos and motors, St. Louis, Pullman and American cars.

OFFICERS.—Pres. Treas. Gen. Man. & Pur. Agt. G. A. Hart, V. Pres. R. R. Blacker, Sec. G. W. Swigert, Supt. F. J. Huntoon, Asst. Supt. & Elecn. J. W. M. Benton, Ch. Engr. & Ch. Engr. of Power Station Henry O'Connell.

GENERAL OFFICE, 411 River St., Manistee, Mich.

Date of information, Jan., 1900. z

MANKATO, MINN.

Population in 1880, 5,550, in 1890, 8,838.

Mankato Electric Street Railway, Light & Power Co.—This company was incorporated May 22, 1899, to construct an electric railway from Mankato to Eagle Lake, St. Clair and Alma City, and to supply power for lighting and manufacturing purposes. Contracts have been made and surveys are now in progress.

CAPITAL STOCK, authorized, $500,000.

FUNDED DEBT, authorized, $500,000.

PLANT AND EQUIPMENT (contemplated).—Miles of track (electric), 32; gauge, 4 ft. 8½ in.; 14 cars, of which 6 are motor cars and 8 trail cars.

OFFICERS.—Pres. Leo. S. Lamm, V. Pres. O. W. Schmidt, Sec. & Gen. Man. S. Wilhartz, Treas. Chas. J. Macbeth.

DIRECTORS.—L. S. Lamm, O. W. Schmidt, S. Wilhartz, C. J. Macbeth, A. E. Clark, J. A. Hielscher N. Peterson, H. Himmelmann, Jr., Geo. P. Hoerr, W. L. Hixon.

GENERAL OFFICE, Mankato, Minn.

Date of information, July, 1899. x

MANSFIELD, MASS.

Mansfield & Easton Street Railway Co.—This road commenced operation Feb. 25, 1899, and on Aug. 1, 1899, was consolidated with Norton & Taunton St. Ry.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $80,000; dated Oct. 1, 1898, due 1918.

OPERATION.—Period Feb. 25 to Aug. 1, 1899.

Gross receipts	$4,346
Operating expenses	4,667
Earnings from operation	*321
Deductions from earnings.	
Interest	2,323
Taxes	260
Total deficit	2,904

* Deficit.

BALANCE SHEET.—Dated Aug. 1, 1899.

Assets.		Liabilities.	
Cost of road	$183,293	Capital stock	$100,000
" " equipment	16,152	Funded debt	80,000
Other perman't property.	16,960	Current liabilities	37,739
Profit and loss (deficit)	2,904	Accrued "	1,570
Total	$219,309	Total	$219,309

PLANT AND EQUIPMENT.—Miles of track (electric), 10.35; gauge, 4 ft. 8½ in.; 56 lb. T rail; 4 motor cars; McIntosh & Seymour engines; Walker and Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. D. A. Brooks, V. Pres. L. K. Wilbur, Sec. & Treas. E. D. Hewins, Gen. Man. C. E. Bibber, Ch. Engr. of power station C. E. Webb.

DIRECTORS.—Douglas A. Brooks, Lemuel K. Wilbur, David E. Harding, Chas. E. Bibber, Geo. H. Swazey, Franklin Mead, Edward D. Hewins.

GENERAL OFFICE, 53 State Street, Boston, Mass.

Date of information, Dec. 1899. b

MANSFIELD, O.

Population in 1880, 9,859, in 1890, 13,473.

Citizens' Electric Railway, Light & Power Co.—This company is a successor to the Mansfield Electric Street Ry. Co.

CAPITAL STOCK, authorized and issued, $125,000.

FUNDED DEBT, authorized and issued, $125,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.3; gauge, 4 ft. 8½ in.; 45 lb. to 60 lb. girder and T rail; 20 motor cars; Buckeye, Cooper and Ellis engines, 1,000 H. P. station plant, Card and West. dynamos and motors, Akron, Brill, Ford and Laclede cars, Fulton trucks.

OFFICERS.—Pres. S. N. Ford, V. Pres. M. D. Harter, Sec. S. G. Cummings, Treas. & Gen. Man. R. Carpenter, Supt. A. J. Haycox, Elecns. W. H. Booth and Wm. Raber.

GENERAL OFFICE, Power Station, N. Main St.

REFERENCE.—Operating detail (brief), Vol XII, July, '96, p. 414.

Date of information, May, 189. c d

MARCELLUS, N. Y.

Population in 1890, 2,500, in 1899, 3,000.

Marcellus Electric Railroad Co.—Chartered Sept. 30, 1897, Annual meeting first Tuesday in June. To construct an electric Railway from N. Y. Central R. R. station at Marcellus, to Otesco Lake, about 10 miles. It is expected to have this road in operation by July 1, 1900.

CAPITAL STOCK, authorized, $200,000.

OFFICERS.—Pres. Edward Moir, V. Pres. L. N. Mogg, Sec. Edmund Reed, Treas. J. M. Seymour.

DIRECTORS.—Edward Moir; L. N. Mogg, Edmund Reed, J. M. Seymour, J. M. Moir, John Day, John E. Griffin, John G. Stevens, Charles Brown.

GENERAL OFFICE, Marcellus, N. Y.

Date of information, Feb., 1900. b c x z

Please note date of information at end of each report.

MARIETTA, O.

Population in 1880, 5,444, in 1890, 8,273, in 1898 (local estimates), 14,500.

Marietta Electric Co.—Chartered June 1,1896, for 50 years. Municipal franchises granted Apr. 7, 1896, for 25 years. Annual meeting fourth Tuesday in Jan. In addition to its railway plant, this company has a franchise for the incandescent lighting of the city.

CAPITAL STOCK, authorized and issued, $30,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $150,000, issued, $53,000, in escrow, $22,000; dated Apr. 1, 1897, due 1917; denom. $1,000; int. payable Apr. and Oct., at office of Metropolitan Trust Co., New York, trustee of mortgage.

OPERATION.—	6 mos. ending Dec. 31, 1897.	Year ending Dec. 31, 1898.
Receipts from passengers	$ 8,078	$18,108
" other sources	3,022	7,266
" total	11,100	25,374
Operating expenses	7,173	14,031
Earnings from operation	3,927	11,343
Deductions from earnings.		
Interest on bonds	847	2,515
" " floating debt	1,418	2,131
Taxes	350	1,480
Net income	1,312	5,217
Total surplus account	334	5,551

BALANCE SHEET.—	6 mos. end'g Dec. 31,	Yr. end'g Dec. 31,
ASSETS.	1897.	1898.
Cost of road, equip., Light, Heat & Power Plant	$ 98,364	$107,507
Cash	123	858
Bills and accts. receivable	6,833	6,281
Other assets	159	483
Total	$105,479	$115,129
LIABILITIES.		
Capital stock	$ 30,000	$ 30,000
Funded debt	36,000	53,000
Accrued interest	540	795
Bills and accts. payable	38,605	25,783
Profit and loss (surp.)	334	5,551
Total	$105,479	$115,129

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars; Buckeye engines, Walker and Stanley dynamos, Walker motors, Barney & Smith cars and trucks.

OFFICERS.—Pres. A. L. Gracey, V. Pres. N. Moore, Sec. J. S. H, Torner, Treas. & Gen. Man. W. H. H. Jett, Ch. Engr. & Elecn. I. O. Alcorn.

DIRECTORS.—A. L. Gracey, N. Moore, John Kaiser, J. S, H. Torner, W. H. H. Jett, I. O. Alcorn, J. S. Simpson, H. W. Craig, George B. Eyssen.

GENERAL OFFICE, 302 Second St., Marietta, O.

Date of information, May, 1899. c d

MARINETTE, WIS.

Population in 1880, 5,412, in 1890, 11,513, in 1895, 16,215.

Marinette Gas, Electric Light & Street Railway Co.

CAPITAL STOCK, authorized and issued $115,000.

FUNDED DEBT, authorized, $50,000, issued, $40,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 3 horses; 21 cars, of which 9 are motor cars and 12 trail cars, Hoffman-Billings Co. engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. H. C. Higgins, V. Pres. A. C. Merryman, Sec. G. W. Hanley, Treas. J. F. Hancock, Elecn. W. L. Gillett, Ch. Engr. of Power Station F. Billings.

GENERAL OFFICE, 1511 Main St., Marinette, Wis.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 289.

Date of information, Jan., 1900. z

MARION, IND.

Population in 1880, 1,125, in 1890, 8,769, in 1899 (local estimates), 28,000.

Marion Transit Railway Co.—This road was placed in operation Jan. 22, 1900.

OFFICERS.—Pres. E. H. Ferree, V. Pres. J. A. Gaunt, Sec. A. S. Wade, Treas. W. T. Cammack, Gen. Man. P. Peelle, Supt. T. E. Petrie, Ch. Engr. F. A. Cubberley, Elecn. C. White.

GENERAL OFFICE, 3024 So. Washington St., Marion, Ind.

Date of information, Feb., 1900. z

MARION, O.

Marion Street Railway Co.—Chartered Apr. 27, 1894.

CAPITAL STOCK, authorized, $100,000, issued, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 cars, of which 8 are motor cars and 1 trail car; West. dynamos and motors, American cars; rent power.

OFFICERS.—Pres. & Treas. Edward Durfee, V. Pres. Gottfrey Leffler, Sec. Henry Strelitz, Gen. Man. Supt. & Pur. Agt. Wm. P. Jackson.

DIRECTORS.—Gottfrey Leffler, Edward Durfee, G. W. King, Charles Leffler, Henry Strelitz, E. Huber, Fred Haberman.

GENERAL OFFICE, Marion, O.

Date of information, Jan., 1900. z

MARLBOROUGH, MASS.

Population in 1880, 10,127, in 1890, 13,805.

Marlborough Street Railway Co.—Chartered Mar. 27, 1888, in perpetuity. Annual meeting Jan. 1. In Feb., 1900 it was reported that this company had purchased the Framingham Union St. Ry., of Framingham.

CAPITAL STOCK, authorized and issued, $80,000; par value, $100 per share. Dividends payable at First National Bank, of Marlborough.

FUNDED DEBT, 6 p. c. mortgage bonds, $80,000; due July 2, 1914.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$37,529	$34,565	$34,766	$38,855	$53,567
Operating expenses	24,699	27,230	26,335	34,927	45,153
Earnings from oper	12,830	7,335	8,431	3,928	8,414
Deduc. from earnings					
Interest	4,643	3,705	5,631	3,780	3,780
Interest on floating debt.				1,395	2,836
Taxes	672	1,120	1,413	2,022	1,800
Special charges	2,500	2,006		945	
Net income	5,016	504	1,387	*4,214	*2
Dividends paid	1,600	3,200			
To surplus account	3,416	*2,696	1,387		
Total surplus account	5,732	3,036	4,423	208	206

* Deficit.

Dividends in 1895, 2 p. c.; in 1896, 4 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 3,602	$ 5,284	$ 4,160	$ 7,062	$ 7,311
Transportation expenses	16,446	18,370	18,609	18,134	27,755
Maint. of way and build.	2,992	2,377	2,463	6,538	4,710
" " equipment.	1,658	1,199	1,104	3,193	5,377
Total	$24,699	$27,230	$26,335	$34,927	$45,153

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	822,548	722,857	718,247	756,465	759,585
Car miles run	205,739	220,151	227,551	223,834	180,974
Gross recps. per car mile	$.182	$.157	$.153	$.174	$.296
Operat. exp per car mile.	.120	.124	.116	.156	.249

BALANCE SHEET.—Dated Sept. 30.

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$111,799	$111,976	$112,790	$120,172	$121,751
" equipment	31,748	32,214	32,439	51,549	34,941
Other perm. property	40,610	41,450	40,786	13,716	45,631
Cash and current assets	633	71	1,056	2,885	2,445
Bills and acts. receiv'le.				2,141	
Material and supplies				156	
Other assets	19,060	19,671	20,913	976	18,461
Total	$203,850	$205,382	$207,984	$191,595	$223,229
LIABILITIES.					
Capital stock	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000
Funded debt	74,000	80,000	80,000	63,000	80,000
Current liabilities	40,391	40,725	42,007	47,887	59,403
Other liabilities	3,727	1,621	1,554	500	3,621
Profit and loss (surplus)	5,732	3,036	4,423	208	205
Total	$203,850	$205.382	$207,984	$191,595	$223,229

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8 in.; 38 lb. to 72 lb. T, and 80 lb. to 90 lb. girder rail; 15 motor cars; Armington & Sims engines, Gen. Elec. dynamos and motors, Briggs, Jones and Shaw cars.

OFFICERS.—Pres. S. R. Anthony, Clerk H. E. Boothby, Treas. P. L. Saltonstall, Gen. Man. E. P. Shaw, Jr., Supt. & Pur. Agt. H. E. Bradford.

DIRECTORS.—S. Reed Anthony, P. L. Saltonstall, H. E. Bradford, E. B. Kidson, H. E. Boothby, W. S. Reed, E. P. Shaw, Jr.

GENERAL OFFICE, 224 Maple St., Marlborough, Mass. Treasurer's office, 53 State St., Boston, Mass.

Date of information, Feb., 1900. b c z

Framingham, Southborough & Marlborough Street Railway Co.—Chartered June 23, 1898. This road is operated under an agreement by the Marlborough St. Ry. Co.

CAPITAL STOCK, authorized and issued, $80,000.

FUNDED DEBT.—First mortgage, 5 p. c. gold bonds, $60,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

OPERATION.—	Aug. 4, to Sept. 30, 1898.	Year ending Sept. 30, 1899.
Total receipts	$3,065	$19,688
Operating expenses	2,042	15,301
Earnings from operation	1,023	4,387
Deductions from earnings.		
Interest		2,459
Net income	1,023	1,928
To surplus account	1,023	1,928
Total surplus account		2,951

BALANCE SHEET.—Dated Sept. 30, 1899.

Assets.		Liabilities.	
Cost of road	$139,535	Capital stock	$80,000
" equipment	23,034	Funded debt	60,000
Cash and current assets	3,985	Current liabilities	22,853
		Accrued "	750
		Profit and loss (surplus.)	2,951
Total	$166,554	Total	$166 554

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge 4 ft. 8½ in.; 56 lb. T rail; 8 motor cars.

OFFICERS.—Pres. S. Reed Anthony, Clerk E. P. Shaw, Jr., Treas. P. L. Saltonstall, Supt. H. E. Bradford.

DIRECTORS.—P. L. Saltonstall, W. A. Tucker, S. R. Anthony, E. W. Shippee, S. F. Kelley, W. S. Reed.

TREASURER'S OFFICE, 53 State St., Boston, Mass.

Date of information, Feb., 1900. b c z

MARQUETTE, MICH.

Population in 1880, 4,690, in 1890, 9,090.

Marquette City & Presque Isle Railway Co.

CAPITAL STOCK, authorized, $200,000, issued, $123,100.

FUNDED DEBT.—Issued, $37,950.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 35 lb. 50 lb. and 70 lb. T and Johnson girder rail; 15 cars, of which 8 are motor cars and 7 trail cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors. St. Louis cars.

OFFICERS.—Pres. F. O. Clark, V. Pres. J. E. Sherman, Sec. Treas. & Pur. Agt. M. E. Asire, Supt. & Elecn. J. Ralph, Ch. Engr. of Power Station J. H. Wentz.

Date of information, May, 1899. c d z

MARSHALLTOWN, IA.

Population in 1880, 6,240, in 1890, 9.308, in 1895 (local estimates), 12,000.

Marshalltown Light, Power & Railway Co.—Chartered July 7, 1892, for 50 years. Annual meeting second Tuesday in July. This is a consolidation of the Marshalltown Gas Co., the Marshalltown Electric Co., the Marshalltown Passenger Ry. Co., and the Marshalltown Street Ry. Co.

CAPITAL STOCK, authorized, $500,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $150,000, issued, $125,000, in treasury (see Note), $25,000; coupon, but may be registered; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago, Ill.

NOTE.—The unissued mortgage bonds now in the treasury ($25-000) may be issued and sold only for additions and extensions, at 67 p. c. of cost.

FRANCHISES.—Municipal franchises were granted on June 30, 1892, and expire in 1917. They are exclusive for twenty-five years.

OPERATION.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Receipts from passengers	$13,098	$13,012	$12,360	$12,677	$14,279
" other sources	25,660	27,745	26,462	28,930	31,302
" total	38,758	40,757	38,822	41,607	45,581
Operat'g exp. (inc. taxes)	24,190	24,307	22,274	24,306	24,648
Earnings from operation	14,568	16,450	16,548	17,301	20,933
Deductions from earnings:					
Interest on bonds	7,500	7,500	7,500	7,500	7,500
" " float'g debt	200	150			*5,000
Net income	6,918	8,950	9,048	9,801	8,433
Total surplus account	11,146	20,096	24,145	28,945	37,379
P. c. op. exp. to tot. receipts	62.4	59.6	57.7	58.4	54.1

*Dividend.

BALANCE SHEET.—Dated Dec. 31

ASSETS.	1894.	1895.	1896.	1897.	1898.
Cost of plants (gas, elec. and ry.)	$375,000	$375,000	$375,000	$375,000	$375,000
Other perm. invest	10,048	13,815	17,217	20,279	25,476
Cash and bills and accts. receivable	2,463	6,045	7,371	8,201	12,154
Material and supplies	1,096	1,106	765	1,341	550
Total	$388,607	$395,966	$400,353	$404,821	$413,180
LIABILITIES.					
Capital stock	$250,000	$250,000	$250,000	$250,000	$250,000
Funded debt	125,000	125,000	125,000	125,000	125,000
Bills and acts. payable	2,461	870	1,208	876	801
Profit and loss (surplus)	11,146	20,096	24,145	28,945	37,379
Total	$388,607	$395,966	$400,353	$404,821	$413,180

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 40 lb. rail; 10 cars, of which 5 are motor cars and 5 trail cars; 480 H. P. engines; St. Louis, Corliss and Ideal engines, Gen. Elec. dynamos and motors, Pullman, Brill and Stephenson cars, McGuire trucks.

OFFICERS —Pres. C. D. Jones, Independence, Ia.; Sec. S. B. Hovey, Independence, Ia.; Treas. & Supt. M. W. Hovey, Pur. Agts. Jones & Hovey, Ch. Engr. of Power Station Nathan McCoy, Elecn. George E. Fletcher.

DIRECTORS.—E. A. Hovey, C. D. Jones, S. B. Hovey, G. S. Woodruff, M. W. Hovey.

GENERAL OFFICE. Marshalltown, Ia.

Date of information, Jan., 1900. z

MARTHA'S VINEYARD, MASS.

Martha's Vineyard Street Railway Co.—This company was organized under Special Act of the Massachusetts Legislature, and is authorized to carry freight, mail and express. The road commenced operating on July 16, 1896. In Mar., 1900, this company purchased the Cottage City St. Ry.

CAPITAL STOCK, authorized, $150,000, issued, $12,000.

OPERATION.—Year ending Sept. 30,	1897.	1898.	1899.
Gross receipts	$1,286	$1,040	$1,441
Operating expenses	706	667	956
Earnings on operation	$580	373	485
Deductions from earnings	36	524	298
To surplus account	544	*151	187
Total surplus	574	422	609

*Deficit.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equipment	$5,680	$6,142	$ 6,202	$ 7,590
Other permanent investments			5,000	5,000
Cash	558	615	546	1,580
Total	$6,238	$6,757	$11,748	$14,170
LIABILITIES.				
Capital stock	$3,692	$4,943	$ 4,943	$ 6,542
Loans and bills payable	2,325	1,241	6,383	7,019
Profit and loss (surplus)	221	574	422	609
Total	$6,238	$6,757	$11,748	$14,170

PLANT AND EQUIPMENT.—Miles of track (electric), 1 25; gauge, 4 ft. 8½ in.; 2 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Sec. & Treas. Clarence Burgin, Gen. Man. Supt. Pur. Agt. & Elecn. John A. Duggan.

DIRECTORS.—Josiah Quincy, John R. Graham, John F. Merrill, Fred H. Smith, M. H. Curley, John A. Duggan.

GENERAL OFFICE, 113 Devonshire St., Boston, Mass.

Date of information, Feb., 1900. b c z

MARYSVILLE, CAL.

Population in 1880, 4,321, in 1890, 3,936, in 1894, 4,374.

Marysville & Yuba City Street Railroad Co.

CAPITAL STOCK, authorized, $50,000, issued, $20,000.

FUNDED DEBT.—None.

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 3 ft. 6 in., 16 lb. steel T rail; 14 mules, 5 horse cars; Stockton cars.

OFFICERS.—Pres. Supt. & Pur. Agt. D. E. Knight, V. Pres. S. H. Bradley, Sec. W. T. Ellis. Jr.

GENERAL OFFICE, cor. D and 1st Sts.

Date of information, Feb., 1899. z

MASON CITY, IOWA.

Population in 1890, 4,007.

Mason City & Clear Lake Traction Co.—This road commenced operation July 3, 1897.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000, outstanding, $97,000; int. payable Jan. and July 15, at office of Illinois Trust & Savings Bank, of Chicago, Ill., trustee of mortgage; sinking fund of $3,000 yearly, beginning Jan. 15, 1900, at 103.

PLANT AND EQUIPMENT.—Miles of track (electric), 17.6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 16 cars, of which 6 are motor cars and 10 trail cars; Allis engines, Walker motors, Pullman cars, Peckham trucks.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. W. E. Brice, V. Pres. Sec. & Auditor J. F. Hanlon, Ch. Engr. John West, Elecn. John A. West Jr., Gen. Pass. & Freight Agt. G. A. Emery.

GENERAL OFFICE, 308 N. Main St., Mason City, Ia.

REFERENCE.—Operating detail, Vol. XIII, Nov. '97, p. 810.

Date of information, Mar., 1900. x

MASSENA, N. Y.

Population in 1890, 2,740.

The Massena Electric Street Railway Co.—This company was incorporated in Jan., 1899, to construct an electric railway at Massena. Permission has been granted by the Railroad Commissioners for the construction of the road.

CAPITAL STOCK, $125,000.

DIRECTORS.—Thomas H. Gillespie, R. A. Johnson, Robert Walker, Howard Hasbrouck, Edward M. Dolan, Thomas D. Harris, Willard A. Esselstyn and James H. Jones of New York City, Robert Swan of Massena.

Date of information, Mar., 1900. x z

MAUCH CHUNK, PA.

Population in 1880, 3,752, in 1890, 4,101.

Carbon County Electric Railway Co.—Chartered Feb. 4, 1892, for 999 years, to build an electric railway from Weissport to Lehighton, Packerton, Mauch Chunk and Glen Onoko. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT, issued, $46,000.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$14,672	$16,879	$17,083	$15,128	$15,970
Operating expenses	13,765	12,451	13,760	13,263	13,121
Earnings from operation	907	4,428	3,323	1,865	2,849
Deductions from earnings.					
Interest		3,093	2,871	3,090	3,387
Taxes		338	288	114	314
Net income		997	164	*1,339	*852

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	*1897.	1898.	1899.
Unpaid assessments	$ 14,860	$	$ 7,076	$ 4,505
Construction account	60,673	66,652	69,274	70,262
Equipment account	32,409	36,094	36,206	36,506
Bills receivable	699	699	699	699
Cash	567	3,627	1,009	723
Sundries	591	15,518	228	253
Profit and loss (deficit)	6,842	5,680	7,020	7,872
Total	$116,641	$128,270	$121,512	$120,820
LIABILITIES.				
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt	17,000	34,000	46,000	46,000
Unfunded debt	39,641	29,945	15,512	14,820
Total	$116,641	$123,945	$121,512	$120,820

NOTE.—No balance sheet for 1896 was given out.

*Note discrepancy in footings of assets and liabilities.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.75; gauge, 5 ft. 2 in.; 48 lb. and 66 lb. T and girder rail; 6 motor cars; West. dynamos and motors, Lamokin cars.

OFFICERS.—Pres. O. C. Godshall, V. Pres. C. Clemmer, Sec. Treas. & Gen. Man. B. Devitt, Supt. Ch. Engr. Pur. Agt. & Elecn. J. A. Bonnell.

DIRECTORS.—A. C. Godshall, A. B. Clemmer, Richard Greenwood, M. R. Swartley, Ed. Filemyr, E. K. Freed, David Kuntz.

GENERAL OFFICE, Bourse Bldg., Philadelphia, Pa.

Date of information, July, 1899. b

MAYSVILLE, KY.

Population in 1880, 5,220, in 1890, 5,350.

Maysville Street Railroad & Transfer Co.

CAPITAL STOCK, authorized, $100,000, issued, $30,900.

FUNDED DEBT, $65,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 16 cars, of which 9 are motor cars and 7 trail cars.

OFFICERS.—Pres. A. M. J. Cochran, Sec. & Treas. R. A. Cochran. Supt. L. B. Gray.

GENERAL OFFICE, Court St., Maysville, Ky.

Date of information, Feb., 1898. z

MEADVILLE, PA.

Population in 1880, 8,860, in 1890, 9,520, in 1900, over 17,000.

Meadville & Saegertown Street Railway Co.—This road is not yet in operation.

CAPITAL STOCK, authorized, $34,000, paid in, $3,400.

FUNDED DEBT, authorized $90,000, issued, none.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars.

OFFICERS.—Pres. Geo. D. Trawin, Sec. F. R. Shryock, Treas. Chas. Fahr.

Date of information, Feb., 1900. z

Meadville Traction Co.—This road commenced operation on Apr. 14, 1898.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT, authorized and issued, $300,000.

OPERATION.—Year ending Nov. 30, 1899.

Gross receipts	$33,302
Operating expenses	20,654
Earnings from operation	12,648
Deductions from earnings.	
Interest	11,350
Net income	1,298

BALANCE SHEET.—Dated Nov. 30, 1899.

Assets.		Liabilities.	
Cost of road	$248,300	Capital stock	$350,000
Cost of equipment	56,100	Funded debt	300,000
Other permanent invest.	350,000	Accounts payable	1,620
Cash	8	Profit and loss (surplus)	4,020
Bills and accts. receivable.	357		
Materials and supplies	875		
Total	$655,640	Total	$655,640

PLANT AND EQUIPMENT.—Miles of track (electric) 11.5, gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T and girder rail; 11 motor cars; Gen. Elec. dynamos and motors; St. Louis and Jewett cars.

OFFICERS.—Pres. & Pur. Agt. F. R. Shryock, V. Pres. George D. Trawin, Sec. Cyrus See, Treas. Charles Fahr.

DIRECTORS.—Charles Fahr, Jos. Missick, G. D. Trawin, J. J. Shryock, F. R. Shryock, H. F. Thompson.

REFERENCES.—Description of road, Vol. XIV, July, '98, p. 359 (ill).

Date of information, Feb., 1900. z

Saegertown & Venango Street Railway Co.—This road is not yet in operation.

CAPITAL STOCK, authorized, $72,000, issued, $7,200.

FUNDED DEBT, authorized, $210,000, issued, none.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars.

OFFICERS.—Pres. Geo. D. Trawin, V. Pres. & Treas. Chas. Fahr, Sec. F. R. Shryock.

Date of information, Feb., 1900. z

MECHANICSBURG, ILL.

Population in 1880, 396, in 1890, 420.

Mechanicsburg & Buffalo Railway Co.

CAPITAL STOCK, $12,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 3 ft. 10 in.; 16 lb. and 20 lb. T rail; 3 horses, 3 horse cars.

OFFICERS.—Pres. J. B. Hunter, V. Pres. H. Thompson, Sec. J. T. Fullenwider, Treas. & Gen. Man. L. B. Hall.

GENERAL OFFICE, Mechanicsburg, Ill.

Date of information, Feb., 1899. z

MEMPHIS, TENN.

Population in 1880, 33,592, in 1890, 64,495, in 1894 (local estimates), 75,000.

Memphis Street Railway Co.—Chartered in 1895. Municipal franchise granted in Nov., 1895, for 50 years. Annual meeting fourth Thursday in Jan. This is a consolidation of the Citizens' Street R. R. Co., the City & Suburban Ry. Co., the East End Street R. R. Co. and the Memphis & Raleigh Springs R. R. Co.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—Citizens' Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized $1,000,000, issued, $996,000; coupon, but may be registered; due 1916; denom. $1,000; int. payable Jan. and July, at the American Exchange National Bank, of New York, and in Memphis.

Plant and Equipment.—Miles of track (electric), 70; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 155 cars, of which 115 are motor cars and 40 trail cars; Allis and Ide engines, Gen. Elec. and Walker dynamos and motors, Pullman and Brill cars.

Officers.—Pres. C. K. G. Billings, V. Pres. & Gen. Man. F. G. Jones, Sec. W. S. McCrea, Treas. Robert L. Benson, Asst. Gen. Man. F. Smith.

Directors.—C. K. G. Billings, Robt. L. Benson, C. H. Ruddock, L. E. Wright, F. G. Jones.

General Office, 45 Hernando St., Memphis, Tenn.

References.—Description of road, Vol. X, July, '94, p. 444 (ill.); Vol. X, Souv., '94, p. 52 (ill.). RALEIGH STREET RY.—Description of road (brief), Vol. X, July, '94, p. 447; (brief), Vol. X, Souv., '94, p. 52; recent improvements, Vol. XIV., June '98, p. 334.

Date of information, Jan., 1900. z

MENOMINEE, MICH.

Population in 1880, 3,228, in 1890, 10,630, in 1894 (local estimates), 13,000.

Menominee Electric Light, Railway & Power Co.—Chartered July 31, 1891, for 30 years. Annual meeting first Wednesday in June.

CAPITAL STOCK, authorized and issued, $110,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, original issue, $58,000, now outstanding, $29,000; coupon, but may be registered; dated July 1, 1893, due $3,000 per annum, commencing in 1895; denom. $500 and $1,000; int. payable Jan. and July, at First Nat'l Bank of Menominee; trustee of mortgage, G. A. Blesch, Menominee.

OPERATION.—Year ending Mar. 31.

	1896.	1897.	1898.	1899.
Receipts prom passengers	$19,594	$17,094	$16,253	$18,030
Receipts from other sources (lighting plant, &c.)	22,934	22,447	23,440	23,484
Receipts, total	42,528	39,541	39,693	41,514
Operating expenses	25,921	24,801	22,710	25,195
Earnings from operation	16,607	14,740	16,983	16,319
Deductions from earnings.				
Interest, Taxes and Insurance	5,373	4,764	4,684	4,247
Net income	11,234	9,976	12,299	12,072
Dividends paid	4,400	2,200	4,400	4,950
Per cent op. exp. to total receipts	60.9	62.7	57.2	60.6

Per cent of dividends paid.—In 1896, 4 p. c.; in 1897, 2 p. c.; in 1898, 4 p. c.; in 1899, 4½ p. c.

BALANCE SHEET.—Dated May. 1,

ASSETS.	1896.	1897.	1898.	1899.
Real estate and buildings	$17,065	$19,371	$19,551	$20,290
Power house equipment	52,068	52,797	53,110	59,366
Street Ry. construction	52,230	52,230	52,230	52,850
Electric line "	23,581	24,089	26,163	26,990
Rolling stock	30,056	31,299	27,785	32,100
Accounts receivable	3,604	3,581	3,648	3,622
Material and supplies	3,640	3,422	3,673	4,182
Cash	582	1,798	1,702	255
Total	$182,826	$188,587	$187,862	$199,655

LIABILITIES.	1896.	1897.	1898.	1899.
Capital stock	$110,000	$110,000	$110,000	$110,000
Funded debt	41,000	39,000	36,000	29,000
Bills payable				11,700
Accrued interest	820	780	720	740
Accounts payable		14	408	317
Tickets outstanding	126	137	136	177
Profit and loss (surplus)	30,880	38,656	40,598	47,721
Total	$182,826	$188,587	$187,862	$199,655

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 14 cars, of which 8 are motor cars and 6 trail cars; Allis and Hamilton engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. A. Spies, V. Pres. Samuel M. Stephenson, Sec. Treas. & Gen. Man. E. Daniell, Elecn. W. J. McCarthy.

DIRECTORS.—A. Spies, G. A. Blesch, Samuel M. Stephenson, Joseph Flesheim, John Henes.

Date of information, Jan., 1900. z

MERIDEN, CONN.

Population in 1880, 15,540, in 1890, 21,652, in 1895, (local estimates) 27,000.

Meriden Electric Railroad Co.—This is a successor of the Meriden Horse R. R. Co., which was chartered in 1886, in perpetuity. Annual meeting in Sept. In Oct., 1895, the New York, New Haven & Hartford R. R. Co. bought 9,790 of the total 10,000 shares of this company's stock and is now in control.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. bonds, authorized, $500,000, issued, $415,000, in escrow (see Note), $85,000; dated Jan. 1, 1894, due 1924; int. payable Jan. and July, at office of Girard Life & Trust Co., of Philadelphia, trustee of mortgage.

Meriden Horse R. R. Co.'s first mortgage 5 p. c. coupon bonds, authorized, $100,000, now outstanding, $85,000; dated Oct. 1, 1891, due 1911; denom. $1,000; int. payable Apr. and Oct., at office of Girard Life & Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—$85,000 of the consolidated mortgage bonds are held in escrow to retire the Meriden Horse R. R. Co.'s first mortgage bonds.

OPERATION.—Year ending	Sept. 30, 1896.	Sept. 30, 1897.	Sept. 30, 1898.	June 30, 1899.
Receipts from passengers	$104,005	$101,289	$102,612	$106,688
" other sources	636	10,148	3,944	5,435
" total	104,641	111,437	106,556	112,123
Operating expenses	75,718	89,897	79,238	73,912
Earnings from operation	28,923	21,540	27,318	38,211
Deductions from earnings.				
Interest on bonds	25,000	23,875	25,000	25,000
Taxes	5,118	5,274	5,445	5,570
Net income	*1,195	*7,609	*3,127	7,641
Per cent. op. exp. to total rec.	72.3	80.7	74.3	65.9

* Deficit.

STATISTICS OF TRAFFIC.

Year ending	Sept. 30, 1896.	Sept. 30, 1897.	Sept. 30, 1898.	June 30, 1899.
Passengers carried	2,061,094	2,088,180	2,649,905	2,209,458
Car miles run	583,951	601,770	602,966	587,637
Total receipts per car mile.	$.179	$.185	$.176	$.190
Op. expenses per car mile.	.130	.149	.131	.125

BALANCE SHEET.—Dated ASSETS.	Sept. 30, 1896.	Sept. 30, 1897.	Sept. 30, 1898.	June 30, 1899.
Cost of road	$1,514,022	$1,530,698	$1,532,914	$1,545,922
Cost of equipment	32,599	31,737	30,594	30,843
Other permanent invest	38,233	41,009	40,987	59,534
Cash	1,110	3,084	9,922	1,433
Bills and acts. receivable.	313		380	
Materials on hand		1,127	1,479	1,321
Other assets	563	953	376	2,292
Profit and loss (deficit)	7,554	42,330	41,279	42,936
Total	$1,594,394	$1,650,939	$1,657,931	$1,684,281
LIABILITIES.				
Capital stock	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Funded debt	500,000	500,000	500,000	500,000
Unfunded debt	86,000	105,000	118,875	141,900
Accts. payable	3,213	9,173	6,494	8,955
Acc. ins. (sink. fund)	3,890	7,745	9,686	9,196
Special account	1,291	1,291	1,291	1,291
Interest		27,730	21,585	22,939
Total	$1,594,394	$1,650,939	$1,657,931	$1,684,281

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 35 lb. to 70 lb. T and 90 lb. girder rail; 2 horses; 47 cars, of which 36 are motor cars and 11 trail cars; Ball & Wood engines, Gen. Elec. dynamos and motors, Brill cars.

Please note date of information at end of each report.

OFFICERS.—Pres. N. H. Heft, Sec. & Treas. W. L. Squire, Supt. W. P. Bristol, Ch. Engr. of Power Station Louis Schlayer.

DIRECTORS.—John L. Billard, John C. Byxbee, E. J. Doolittle, John M. Hall, N. H. Heft, John W. Mix, Charles L. Rockwell.

PRESIDENT'S OFFICE, New Haven, Conn.

Date of information, Feb., 1900. b z

Meriden, Southington & Compounce Tramway Co.—This company commenced operation about July 1, 1898.

CAPITAL STOCK, authorized, $300,000, issued, $120,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $200,000, issued, $100,000; dated Aug. 15, 1898, due 1928; int. payable Jan. and July at office of Colonial Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,	1899.
Receipts from passengers	$24,769
" other sources	2,408
" total	27,177
Operating expenses	16,961
Earnings from operation	$10,216
Deductions from earnings.	
Interest	5,000
Net income	$ 5,216
Dividends paid, 1 p. c.	1,200
To surplus account	$ 4,016

STATISTICS OF TRAFFIC.

Year ending June 30, 1899.

Passengers carried	495,397
Car miles run	218,160
Total receipts per car mile	$.124
Operating expenses per car mile	.077

BALANCE SHEET.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road and equip..	$220,000	Capital stock	$120,000
Materials and supplies..	627	Funded debt	100,000
Cash	3,389	Profit and loss (surplus).	4,016
Total	$224,016	Total	$224,016

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 56 lb. T rail; 9 motor cars; 500 H. P. station plant, Bass engines, West dynamos and motors, St. Louis cars, Peckham trucks.

OFFICERS.—Pres. Francis Atwater, Sec. & Treas. John A. Hurley, Supt. W. S. Townsend, Ch. Engr. F. Clearwater.

DIRECTORS.—Francis Atwater, John A. Hurley, E. N. Sanderson, H. Hobart Porter, Jr., P. W. Wren.

GENERAL OFFICE, Milldale, Conn.

Date of information, Feb., 1900. b z

MERIDIAN, MISS.

Population in 1880, 4,008, in 1890, 10,624, in 1896, 16,000.

Meridian Street Railway & Power Co.—Chartered Mar., 1883; charter amended in 1897.

CAPITAL STOCK, authorized, $150,000, issued, $24,000.

FUNDED DEBT.—Issued $68,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 30 lb. to 77 lb. steel T and girder rail; 12 cars, of which 4 are motor cars and 8 trail cars; Walker motors, Brill and Stephenson cars.

LIGHTING PLANT.—Capacity 135 arc and 1,500 incandescent lights.

OFFICERS.—Pres. H. M. Street, V. Pres. J. M. Buchanan, Sec. Man. & Pur. Agt. C. B. Buchanan, Treas. H. G. Meyer, Ch. Engr. J. W. Hagemeyer, Elecn. A. B. Cargill.

DIRECTORS.—J. M. Buchanan, G. W. Meyer, H. M. Street, John Kemper, H. G. Meyer.

Date of information, Mar., 1900. x

MERRILL, WIS.

Population in 1890, 6,809, in 1895, 9,480.

Merrill Railway & Lighting Co.—Chartered 1890, for 30 years. Municipal franchise granted 1890, for 30 years. Annual meeting in Jan.

CAPITAL STOCK, authorized and issued, $20,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $56,000; dated May 1, 1890, due 1910; denom. $1,000; int. payable May and Nov., at office of Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 1.63; gauge, 4 ft. 8½ in.; 38 lb. Johnson girder rail; 3 motor cars; West. and Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. J. N. Cotter, V. Pres. H. W. Wright, Sec. Treas. Gen. Man. & Pur. Agt. E. S. King, Supt. & Elecn. S. J. Kline.

DIRECTORS.—J. H. Cotter, John Daly, Rudolph Schultz, F. P. Hixon, E. S. King.

GENERAL OFFICE, 1014 Main St.

Date of information, May, 1899. c

MICHIGAN CITY, IND.

The population in 1880 was 7,366, in 1890, 10,776. In 1895 the population from school census was 15,117. In 1896 the population of the city was 12,180.

Lake Cities Electric Railway Co.—Chartered Nov. 19, 1892, in perpetuity. This company is a successor to the Citizens' Street Ry. Co., and is now in the hands of a receiver.

Franchises.—Municipal franchises granted in 1894, expire in 1944.

Capital Stock.—Common stock, authorized and issued, $200,000, par value, $100 per share.

6 p. c. non-cumulative preferred stock, authorized, $100,000; issued, $50,000, in treasury, $50,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $300,000, issued $75,000, in escrow (see Note), $225,000; coupon, but may be registered; dated Feb. 1, 1893, due 1923; denom. $500; int. payable in gold, at office of Metropolitan Trust Co., of New York City, trustee of mortgage.

Note.—The mortgage deed provides for an ultimate total issue of bonds of $300,000, of which $225,000 are placed in escrow with the Metropolitan Trust Company, of New York, trustee of mortgage. These escrow bonds are, in reality, treasury bonds, and are to be issued only for the actual cost of the necessary extensions of track overhead construction, paving, equipment, betterments, additions to plant, erection of power house and car house, purchases of real estate, purchase and erection of boilers, engines, generators, poles, wire and other necessary machinery to extend the road and lighting plant and keep them in first-class condition, and thereby meet the demands of the public from year to year for extensions and improvements. The supplemental mortgage provides restrictions and safeguards in great detail as to bringing out the treasury bonds, and the use of the funds resulting therefrom.

The bonds are semi-municipal in character, as by the terms of the supplemental mortgage the sum of $375 per month is set aside by the city from the gross sums earned on city contracts (paid direct to the trustee by the city), to meet the interest on the $75,000 of bonds already issued. As the lighting contract of the city has more than four years to run, the interest is practically guaranteed by the city, exclusive of earnings from the street railway plant, or from commercial lighting. No additional bonds can be brought out unless the net earnings for the previous year equal the interest on the outstanding bonds and 10 p. c. on the bonds to be certified.

Lighting Plant.—This company owns an unlimited time franchise for commercial lighting, and has a well equipped plant for public and commercial lighting. The equipment consists of 2-225 H. P. Corliss engines, 600 H. P. boilers, 5-50 arc light dynamos, 1-120 K. W. Stanley alternator, pole line and other necessary appliances. The lighting business grew very rapidly during 1899.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. and 72 lb. T rail; 2 horses, 7 cars, of which 4 are motor cars and 3 trail cars; 225 H. P. engines, 100 H. P. dynamos, West. dynamos and motors, Laclede cars.

Officers —Receiver & Pur. Agt. Isidore I. Spiro, Supt. & Elecn. F. H. Root, Ch. Engr. Power Station Geo. F. Taber.

General Office, Wabash & 2d Sts., Michigan City, Ind.

Date of information, Jan., 1900. z

MIDDLETOWN, CONN.

Population in 1880, 6,828, in 1890, 13,000, in 1897 (local estimates), 17,000.

Middletown Street Railway Co.—Chartered May, 1864; organized 1873; road opened Sept. 14, 1887. Annual meeting third Wednesday in July. The Portland Street Ry. Co. was consolidated with this company in Jan., 1898.

CAPITAL STOCK, authorized, $200,000, issued, $135,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $200,000, issued, $145,000; due 1915; denom. $500; int. payable June and Dec., at Middlesex County National Bank; trustee of mortgage State Treasurer.

OPERATION.—	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	*9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Receipts from passengers	$23,002	$21,328	$18,139	$36,770
" other sources	331	300	264	3,741
" total	23,333	21,628	18,403	40,511
Operating expenses	16,437	15,910	13,551	29,383
Earnings from operation	6,897	5,718	4,852	11,128

Please note date of information at end of each report.

Deductions from earnings.	1896.	1897.	1898.	1899.
Taxes	814	1,078	962	1,540
Interest	4,065	203	190	7,820
Net income	2,018	4,437	3,700	1,768
Dividends paid	3,000			

DIVIDENDS, in Aug., 1895, 2 p. c.; in 1896, 4 p. c.

* 1898 operation figures include the Portland Street Ry. from Jan. 29 to June 30, 1898.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Passengers carried	487,954	466,340	401,948	880,151
Car miles run	117,598	107,427	102,801	199,297
Total receipts per car mile.	$.200	$.201	$.180	$.203
Oper. exps. per car mile...	.140	.148	.132	.147

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1896.	Sept. 30, 1897.	June 30, 1898.	June 30, 1899.
Cost of road and equipment..	$149,406	$140,949	$236,668	$269,834
Other permanent invest.....	8,895	8,500	8,500	
Cash	308	411	485	1,950
Accounts receivable	14	37	50	
Other assets	151	791	817	1,176
Material and supplies				258
Profit and loss (deficit)	*9,043	17,500	19,017	18,286
Total	$167,817	$168,188	$265,537	$291,504
LIABILITIES.				
Capital stock	$ 75,000	$ 75,000	$135,000	$135,000
Funded debt	90,000	90,000	120,000	145,000
Unfunded debt	1,700	2,600	9,900	9,350
Accounts payable	1,117	588	637	2,154
Total	$167,817	$168,188	$265,537	$291,504

* This deficit existed when the road was operated by horses, and has been brought forward.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 50 lb. T rail; 1 horse, 22 cars, of which 13 are motor cars, and 9 trail cars; 330 K. W. generators, T. H. & Eddy dynamos, Gen. Elec. motors, Brill and Jackson & Sharp cars, Brill trucks.

OFFICERS.—Pres. Israel A. Kelsey, V. Pres. A. C. Allison, Sec. & Treas. J. K. Guy, Gen. Man. & Supt. E. W. Goss.

DIRECTORS.—John M. Douglas, Israel A. Kelsey, A. C. Allison, Oliver Gildersleeve, Geo. D. Chapman, S. H. Wagner, Jas. K. Guy.

GENERAL OFFICE, 265 Main St., Middletown, Conn.

REFERENCE.—Operating detail, Vol. XIII, Feb., '97, p. 98 (ill.).

Date of information, Feb., 1900. b z

MIDDLETOWN, N. Y.

Population in 1880, 8,494, in 1890, 11,977; of Goshen (local estimates), 3,500.

Middletown-Goshen Electric Railway Co.—This company is the successor by purchase on Nov. 9, 1899, of the Middletown-Goshen Traction Co., which was chartered June 30, 1893, for 99 years. Municipal franchise granted June 29, 1893 for 99 years. Annual meeting last Monday in July. Operation commenced May 8, 1894. The Middletown-Goshen Traction Co. was a consolidation of the Middletown-Goshen Traction Co. and the Middletown-Bloomingburgh Electric Ry. Co. The former company defaulted on the interest of its bonds in Nov., 1897, and Jan., 1898, and the road passed into the hands of a new syndicate in Mar., 1898. On Nov. 6, 1898, Wm. B. Royce was appointed receiver and took possession of this property. On June 19, 1899, the corporation was dissolved, Wm. B. Royce being continued as receiver in the interest of the stockholders, who reorganized it as stated above.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. (see note) gold bonds, authorized, $400,000, issued, $275,000; coupon, but may be registered; dated Dec. 1, 1899, due 1924; denom. $1,000; int. payable June and Dec. at Farmers Loan & Trust Co., of New York, trustee of mortgage.

NOTE.—Interest on these bonds has been temporarily reduced to 4 p. c. The bonds of this issue are to cancel the prior liens, amounting to $275,000, subject to which the purchase was made.

OPERATION.—No report of operations from June 30, 1898, to Nov. 6, can be given, as the receiver reported that he has been unable to get possession of the books of the company.

	Year ending June 30. 1896.	1897.	1898.	Period Nov. 6, 1898 to June 30, 1899.
Receipts from passengers..	$52,815	$46,665	$45,090	$19,767
" other sources.....	1,188	1,245	1,530	1,611
" total.....	54,003	47,910	46,620	21,378
Operating expenses.....	41,560	40,798	37,348	21,267
Earnings from operation...	12,443	7,112	9,272	111

Deductions from earnings.	1896.	1897.	1898.	1899.
Interest	16,506	16,500	16,574	10,770
Taxes	1,385	1,546	1.622	844
Other expenses		3,599	3,287	
Net income	*5,448	*14,532	*12,211	*11,503
Total surplus account	*738	*15,993	3,079	
P. c. op. exp. to total recpts.	76.9	85.2	80.1	

*Deficit.

OPERATING EXPENSES.

	Year ending June 30, 1896.	1897.	1898.	Period Nov. 6, 1898, to June 30, 1899.
General expenses	$ 9,151	$ 7,389	$ 7,388	$ 4,130
Transportation expenses....	19,175	21,364	20,305	12,718
Main. of way and building..	3,149	4,978	4,840	1,519
" " equipment	10,085	7,067	4,815	2,900
Total	$41,560	$40,798	$37,348	$21,267

STATISTICS OF TRAFFIC.

	Year ending June 30, 1896.	1897.	1898.	Period Nov. 6, 1898 to June 30, 1899.
Revenue pass. carried .	1,233,087	1,018,843	996,731	434,789
Transfer " " .				23,233
Car miles run	414,210	449,963	421,845	237,654
Total recpts. per car mile	$.131	$.106	.110	$.0899
Oper. exps. per car mile.	.101	.090	.088	.0894

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	†1899.
Cost of road and equip.	$567,197	$561,693	$562,690	$565,011	$
Treasury stks. and bds.	250,000	250,000			
Cash	2,922	375	4	2,300	406
Bills and accts. rec'v'ble	498	1,123	647	4,155	
Material and supplies..	1,956	2,866	2,861	78	1,682
Profit and loss (deficit).		737	15,993		11,504
Total	$822,573	$816,794	$582,195	$571,544	$13,592
LIABILITIES.					
Capital stock	$400,000	$400,000	$275,000	$275,000	
Funded debt	400,000	400,000	275,000	275,000	
Bills and accts. payable.	17,863	4,224	785	8,368	
Loans			22,756		2,821
Interest				9,000	10,771
Sundries		12,570			
Other liabilities			8,654	1,097	
Profit and loss (surp)...	4,710			3,079	
Total	$822,573	$816,794	$582,195	$571,544	$13,592

†Receiver's Balance Sheet.

PLANT AND EQUIPMENT.—Miles of track, (electric) 12.75; gauge, 4 ft. 8½ in.; 65 lb. and 80 lb. T and girder rail; 20 cars, of which 16 are motor cars and 4 trail cars; Payne engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. Wm. B. Royce, V. Pres. Wm. F. Biddle, Philadelphia; Sec. & Treas. H. B. Royce, Supt. T. Gausmann, Ch. Engr. of Power Station J. J. Walker.

DIRECTORS.—Wm. F. Biddle, Wm. B. Broomall, L. A. Duhring, J. P. Brosius, E. H. Pyle, J. H. Roop, F. D. Graham, W. B. Royce, H. B. Royce.

GENERAL OFFICE, Middletown, N. Y.

Date of information, Mar., 1900. b z

MILFORD, CONN.

Population in 1890, 3,811, in 1899, 4,000.

Milford Street Railway Co.—Chartered Dec. 12, 1896. This company commenced operation of its road from Washington Bridge to Milford, June 11, 1898, and balance of road from Milford to Woodmont July 2, 1898.

CAPITAL STOCK, authorized, $350,000, issued, $100,000; par value, $100 per share.

OPERATION.—Period ending June 30, 1899.

Receipts from passengers	$15,304
" other sources	11,626
" total	26,930
Operating expenses	18,655
Earnings from operation	8,275

BALANCE SHEET.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$157,006	Capital stock	$100,000
Accounts receivable	15	Accounts payable	30,301
Cash	1,339	Loans	18,000
		Profit and loss (surplus)..	10,059
Total	$158,360	Total	$158,360

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.8; 55 lb. to 70 lb. rail; cars leased from Bridgeport Traction Co.

OFFICERS.—Pres. & Gen. Man. Charles A. Tomlinson, Sec. & Treas. D. P. Merwin, Ch. Engr. A. B. Hill.

DIRECTORS.—C. A. Tomlinson, D. P. Merwin, C.H. Trowbridge.

GENERAL OFFICE, Milford, Conn.

Date of information, Feb., 1900. b z

MILFORD, MASS.

Population in 1880, 9,310, in 1890, 9,956.

Milford, Attleboro & Woonsocket Railway Co.—This road was placed in operation between Franklin and Woonsocket, Oct. 1, 1899, and the road from Bellingham to Franklin, to Caryville and to Milford is expected to be in operation by May 1, 1900, making connections with the Milford, Holliston & Framingham road.

CAPITAL STOCK, authorized and issued, $200,000,; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $200,000; dated Jan. 1900, due 1920; denom. $1,000; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track (electric), 32.5; gauge, 4 ft. 8½ in.; 10 motor cars, 3-200 H. P. Babcock & Wilcox boilers, Filer & Stowell engines, 1-250 and 1-325 K. W. generators.

OFFICERS.—Pres. J. G. Ray, V. Pres. E. K. Ray, Gen. Man. W. H. Tyler.

GENERAL OFFICE, Milford, Mass.

Date of information, Feb., 1900. x

Milford, Holliston & Framingham Street Railway Co.—This company commenced operations on May 15, 1896. In 1897 this company purchased the entire capital stock of the Milford & Hopedale Street Ry. Co.

CAPITAL STOCK, authorized and issued, $210,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $165,000; dated Jan. 1, 1898, due 1918.

OPERATION.—	4½ mos. endg. Sept. 30, 1896.	Year ending Sept. 30, 1897.	1898.*	1899.*
Gross receipts	$25,279	$48,466	$83,472	$94,449
Operating expenses	16,758	34.051	49,999	55,651
Earnings from operation	8,521	13,815	33,473	38,798
Deductions from earnings.				
Interest and discount	365	3,760	8,305	10,178
Taxes	1,960	2,269	3,209	3,492
Other deductions			1,717	2,810
Net income	6,196	7,785	20,242	22,318
Dividends paid	6,000	7,500		16,800
To surplus account	196	285		5,518
Total surplus account	196	482	17,424	22,941

DIVIDENDS.—In 1896, 4 p. c.; in 1897, 5 p. c.; in 1899, 8 p. c.

*Statistics for 1898 and 1899 include the operation of the Milford & Hopedale St. Ry. Co.

OPERATING EXPENSES.

	4 mos. endg. Sept. 30, 1896.	Year ending Sept. 30, 1897.	1898.	1899.
General expenses	$1,600	$3,970	$7,362	$8,036
Maintenance of way & buildings.	524	2,552	6,576	7,822
" " equipment	879	1,548	4,866	4,697
Transportation expenses	13.755	26,580	31,195	35,096
Total	$16,758	$34,651	$49,999	$55,651

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	961,809	1,668,831	1,919,206
Car miles run	265,370	465,991	465,264
Total receipts per car mile	$.183	$.179	$.203
Operating expenses per car mile	.131	.107	.120

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$163,758	$250,035	$265,178	$269,724
" equipment	28,035	44,061	60,461	62,049
Other permanent investments.	5,205	5,633	82,591	101,387
Cash and current assets	557	4,116	7,345	18,761
Other assets		1,850	2,305	2,281
Total	$197,555	$305,695	$417,880	$454,202
LIABILITIES.				
Capital stock	$150,000	$150,000	$210,000	$210,000
Funded debt			165,000	165,000
Current liabilities	47.359	155,213	25,456	54,198
Accrued "				2,063
Profit and loss (surplus)	196	482	17,424	22,941
Total	$197,555	$305.695	$417,880	$454,202

PLANT AND EQUIPMENT.—Miles of track (electric), 21.42; gauge, 4 ft. 8½ in.; 48 lb. and 56 lb. T rail; 28 motor cars, 3 snow plows; Jackson & Sharp cars, 2 Slater engines, direct connected to 325 and 225 K. W. Gen. Elec. generators, 2 Ball compound engines for elec. light power, 4 boilers.

OFFICERS.—Pres. Israel A. Kelsey, Sec. & Treas. G. A. Butman, Supt. & Pur. Agt. E. W. Goss.

DIRECTORS.—E. R. McPherson, Israel A. Kelsey, John N. Cunningham, Sydney Harwood, W. G. Bushnell, J. W. Downs, J. T. Manson.

GENERAL OFFICE, Milford, Mass.

REFERENCES.—Cost of electric power generation, Vol. XIV, Sept., '98, p. 492; operating detail, Vol. XIV., Sept., '98, p. 489.

Date of information, Feb., 1900. b z

MILLBURY, MASS.

Worcester & Blackstone Valley Street Railway Co.—This is a reorganization of the Blackstone Valley Street Ry. Co., which was sold at receiver's sale on Apr. 23, 1897. This road is operated by the Worcester & Suburban Street Ry. Co.

CAPITAL STOCK, authorized and issued, $60,000; par value, $100 per share.

OPERATION.—	June 30, 1897, to Sept. 30, 1897.	Year ending Sept. 30, 1898.	Year ending Sept. 30, 1899.
Total receipts	$2,025	$14,070	$16,561
Operating expenses	2,031	11,498	14,876
Earnings from operation	*6	2,572	1,685
Taxes	72	.70	948
Net income	*78	2,502	737
Dividend			2,400
To surplus account			*1,663
Total surplus account		2,423	936

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30, 1899.	
General expenses	$ 816
Maintenance of road and buildings	1,887
" " equipment	875
Transportation expenses	11,298
Total	$14,876

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1899.	
Revenue passengers carried	332,472
Car miles run	135,227
Total receipts per car mile	$.122
Operating expenses per car mile	.110

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$95,984	$49,724	$77,185	$98,104
" equipment	3,300	10,763	11,535	15,091
Land and buildings	362	189	314	3,324
Cash and current assets	13	1,381	1,283	1,468
Other assets		202	1,063	453
Profit and loss (deficit)		78		
Total	$99,659	$62,337	$91,390	$118,440
LIABILITIES.				
Capital stock	$47,800	$60,000	$60,000	$60,000
Loans	50,000			
Accrued taxes	599			
Other liabilities	1,260	2,337	28,967	57,504
Profit and loss (surplus)			2,423	936
Total	$99,659	$62,337	$91,390	$118,440

PLANT AND EQUIPMENT.—Miles of track (electric), 7.33; gauge 4 ft. 8½ in.; 80 lb. T rail, 8 motor cars; West dynamos and motors, Wason cars.

OFFICERS.—Pres. Matthew J. Whittall, Sec. Willard E. Ballou, Treas. Alfred Thomas, Supt. & Pur. Agt. J. B. Gorman.

DIRECTORS.—Matthew J. Whittall, Alfred Thomas, Frederick W. Moore, Thomas T. Wilmarth, Willard E. Ballou, M. P. Whittall, Frederick E. Chase.

GENERAL OFFICE, Millbury, Mass.

Date of information, Dec., 1899. b

MILLVILLE, N. J.

Population in 1880, 7,660, in 1890, 10,002.

Millville Traction Co.—Chartered 1894 for 100 years. Annual meeting Aug. 1. This company leases and operates the Millville Rapid Transit Co., for 999 years from 1894, at an annual rental of $1.00.

CAPITAL STOCK, authorized, $400,000, issued, $175,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $400,000, issued, $88,000; coupon, but may be registered; dated Aug. 1, 1894, due 1914; denom. $1,000; int. payable Feb. and Aug. at office of Land Title & Trust Co., of Philadelphia, trustee of mortgage.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.
Gross receipts	$11,894	$ 9,253	$ 6,327	$4,851
Operating expenses	14,044	12 036	10,560	6,391
Deficit from operation	2,150	2,783	4,233	1,540

PLANT AND EQUIPMENT.—Miles of track (electric), 3.64; gauge, 4 ft. 8½ in.; 48 lb. rail; 9 cars, of which 6 are motor cars and 3 trail cars; 200 H. P. station plant; Ball & Wood engines, Gen. Elec. dynamos and motors, St. Louis and Brill cars.

OFFICERS.—Pres. & Gen. Man. Geo. B. Langley, Sec. & Treas. D. C. Lewis.

DIRECTORS.—Geo. B. Langley, Geo. Wood, R. B. Radcliffe, W. D. Kemble, H. B. Kemble, S. M. Souder, H. Mulford, H. O. Newcomb, M. Ludlam, W. B. Munroe, J. K. Russell.

Date of information, Jan., 1900. b x

MILWAUKEE, WIS.

Population in 1880, 115,587, in 1890, 204,468, in 1897 (local estimates), 280,000. The population of Wauwatosa in 1890, was 10,914.

The Milwaukee Electric Railway and Light Co.—Chartered Feb., 1896, as a successor to The Milwaukee Street Ry. Co., which was sold under foreclosure of mortgage, Jan. 29, 1896. This company has a five-year contract for city lighting expiring Dec., 1900. The company owns the entire capital stock of the Milwaukee Light, Heat & Traction Co.

Capital Stock.—Common stock, authorized and issued, $3,500,000; par value, $100 per share.

6 p. c. non-cumulative preferred stock, authorized, $4,500,000, issued, $3,500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $8,000,000, issued, $6,500,000, in escrow (see Note), $1,500,000; dated 1896, due Feb. 1, 1926; int. payable Feb. and Aug. (see Note), at office of the company in the city of New York, 30 Broad St.; trustee of mortgage, Central Trust Co. of New York.

Milwaukee City R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Dec. 1, 1888, due 1908; int. payable June and Dec., at office of the company in the city of New York, 30 Broad St.; trustee of mortgage, Central Trust Co. of New York.

West Side R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1889, due 1909; int. payable Jan and July, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

The company has also guaranteed the principal and interest of $1,500,000, of the first mortgage bonds of Milwaukee Light, Heat & Traction Co. (which see for description).

Note.—The Milwaukee City R. R. Co.'s bonds are a first lien on about 41 miles of track; the West Side R. R. Co.'s mortgage is a first lien on about 18 miles of track; the consolidated mortgage is a first lien on about 82 miles of track and upon the electric lighting plant and other property of the company; and a second lien on the remainder (59) miles.

$1,500,000 of the first consolidated mortgage bonds are held in escrow to retire the Milwaukee City R. R. Co.'s bonds and the West Side R. R. Co.'s bonds.

Under the plan of re-organization, holders of the old consolidated mortgage bonds received $617.56 in the new bonds and $382.44 in preferred stock for each $1,000 surrendered. Holders of the second consolidated mortgage bonds received $2,000 in common stock for each $1,000 surrendered. Holders of unfunded coupons received their par value in preferred stock. Holders of the coupons of June, 1895, received 61.756 p. c. of their par value in cash.

Operation.—The latest reports received are for the years ending

Dec. 31,	1896.	1897.	1898.	1899.
Receipts from pass.	$1,211,093	$1,374,118	$1,520,752	$
" other sources	261,658	288,008	266,842	
" total	1,472,751	1,662,126	1,787,594	2,007,139
Operating expenses	1,012,625	988,015	1,006,683	1,026,403
Earnings from operation.	460,106	674,111	780,911	980,736
Fixed charges				807,682
Net income				173,054
Div. pd. 1½ p.c. prf'd st'k.				52,500
To surplus account				120,554

Plant and Equipment.—Miles of track (electric), 141; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. girder and T rail; 50 horses, 382 motor cars, Allis engines, Gen Elec. dynamos and motors, Brill, Brownell, Jones, Barney & Smith, Pullman and St. Louis cars.

Officers.—Pres. Wm. Nelson Cromwell, V. Pres. Henry C. Payne, Milwaukee; Sec. C. A. Spofford, New York; Treas. Edward Edes, New York; Gen. Man. John I. Beggs, Audr. H. C. Mackay, Gen. Supt. Thomas E. Mitten, Supt. of Transportation G. M. Kuemmerlein, Supt. of Lighting Dept. S. G. Coleman, Elecn. O. M. Rau, Ch. Engr. of Power Stations W. H. Crawford.

Directors.—Chas. W. Wetmore, Geo. R. Sheldon, Arnold Marcus, Wm. N. Cromwell, Chas. A. Spofford, S. W. Burt, all of New York; Henry C. Payne, F. G. Bigelow, Chas. F. Pfister, of Milwaukee.

General Office, 451 Broadway, Milwaukee, Wis. New York Office, Johnston Bldg., 30 Broad St.

References.—Description of road, Vol. VIII, June, '92, p. 340 (ill.); Vol. IX, Feb., '93, p. 101; Vol. IX, Oct., '93, p. 622 (ill.); curve, Vol. IX, Feb. '93, p. 109 (ill.); track construction, Vol. X, Sept. '94, p. 576 (ill.); increase of bonds, Vol. X, Mar., '94, p. 213; operating detail, transfers, Vol. X, July, '94, p. 461 (ill.); operating detail Vol. XI, Feb., '95, p. 92; fire in car barns, Vol. IX, Feb., '93, p. 84 (ill.); description of controller diagram (brief), Vol. XII, May, '96, p. 290, (ill.); strike, Vol. XII, July, '96, p. 442; operating detail, Vol. XII, Sept., '96, p. 524. MILWAUKEE ELECTRIC RY.—Short description of road, Vol. IX, Oct. '93, p. 632. WEST SIDE R. R.—Description of road, Vol. IX, Oct., '93, p. 631 (ill.). MILWAUKEE STREET RY. CO.—Plan of reorganization, Vol. XI, July, '95, p. 485.—MILWAUKEE ELECTRIC RY. & LIGHT CO.—Changes and additions to line, Vol. XIV, Jan. '98, p. 52.

Date of information, Feb., 1900. x z

For map of road see page 151.

Milwaukee Light, Heat & Traction Co.—Chartered Dec. 14, 1896. Annual meeting third Monday in Feb.

This company owns the entire capital stock of, and operates the following companies.

Milwaukee & Wauwatosa Motor Ry. Co. (successor to the Milwaukee & Wauwatosa Rapid Transit Co.) operating between Milwaukee and the town of Wauwatosa.

North Greenfield & Waukesha Electric Ry. Co., Waukesha Beach Electric Ry. Co., and Waukesha Electric Co., operating between Milwaukee, Waukesha and Waukesha Beach.

Milwaukee & Wauwatosa Motor Electric Co.

Milwaukee & Wauwatosa Electric Co. (Pabst line.)

Milwaukee, Racine & Kenosha Electric Ry. Co., operating between Milwaukee, Racine and Kenosha.

Belle City Electric Ry. Co., operating in Racine and connecting with the Milwaukee, Racine & Kenosha Ry.

The company has a traffic agreement with the Milwaukee Electric Ry. & Light Co., by which the latter operates all the lines of the Traction Co.

Capital Stock, authorized and issued, $500,000, all in treasury of Milwaukee Electric Ry. & Light Co.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $1,731,000; dated Mar. 15, 1899, due May 1, 1929; coupon, but may be registered; denom. $1,000; int. payable May and Nov. at office of City Trust Co., of New York, trustee of mortgage. These bonds are guaranteed principal and interest by the Milwaukee Electric Ry. & Light Co.

Note.—The company has the option of calling these bonds on any interest day at 110 and accrued interest.

Plant and Equipment.—Miles of track, 74.

Officers.—Same as the Milwaukee Electric Ry. and Light Co.

Directors.—Same as the Milwaukee Electric Ry. & Light Co.

Date of information, Feb., 1900. z

For map of road see page 151.

MINNEAPOLIS AND ST. PAUL, MINN.

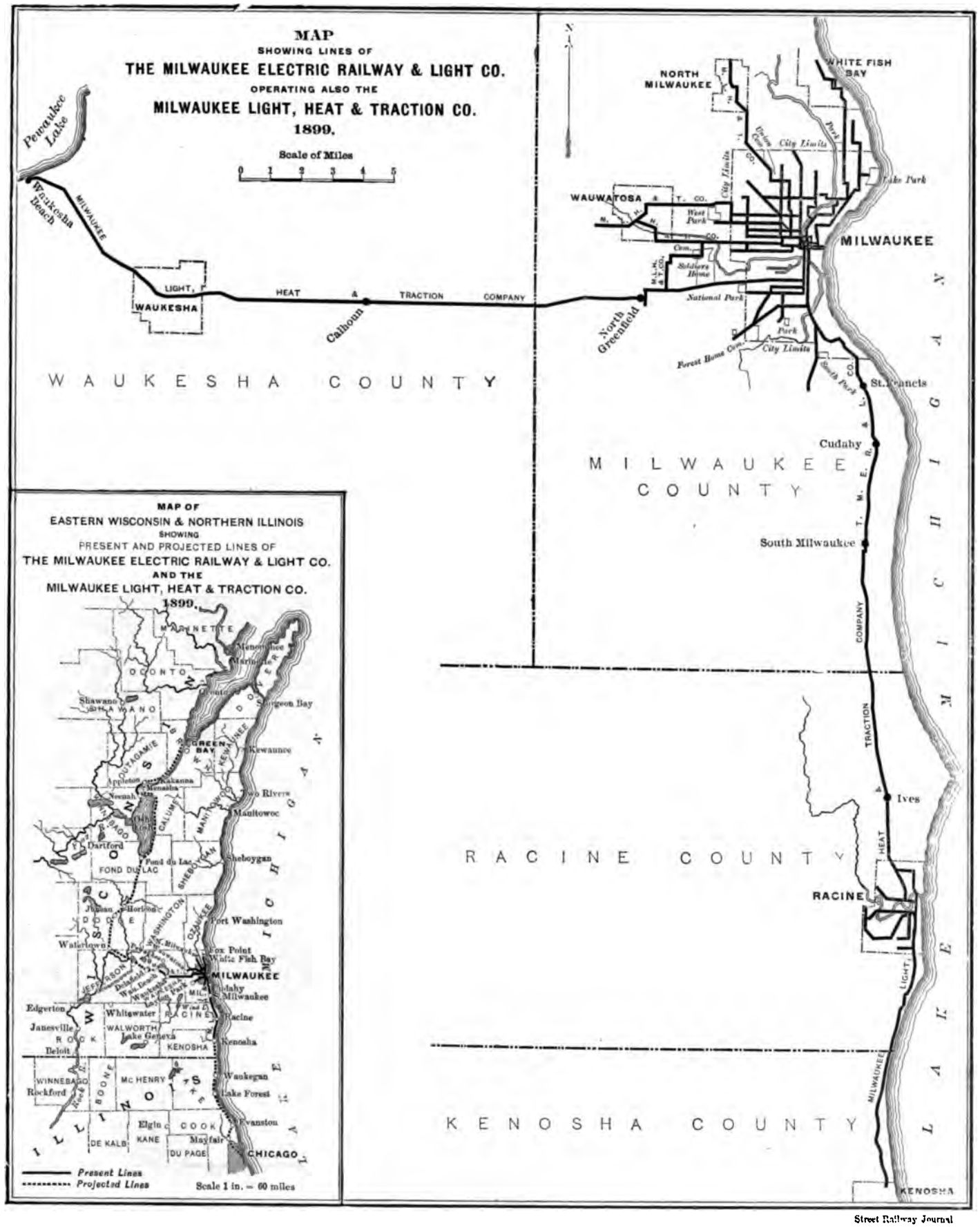
The population of Minneapolis in 1880 was 46,889, in 1890, 164,738, and in 1895, 192,833. The population of St. Paul in 1880 was 41,473, and in 1890, 133,156. The total present population of the twin cities is approximately 350,000.

Twin City Rapid Transit Co.—Chartered June 3, 1891, under laws of the state of New Jersey. This company controls the entire street railway systems of Minneapolis and St. Paul, by ownership of the stock of the Minneapolis Street Ry. Co., The St. Paul City Ry. Co. and the Minneapolis, Lyndale & Minnetonka Ry. Co.

Capital Stock.—Common stock, authorized, $17,000,000, issued, $15,010,000, in treasury, $1,990,000; par value, $100 per share.

7 p. c. cumulative preferred stock, authorized, $3,000,000, issued, $2,700,000. Dividends payable quarterly, commencing Apr. 1, 1895. It is provided that if in any year dividends amounting to 7 p. c. are not paid on the preferred stock, the deficiency shall be a charge upon the net earnings of the company, and shall be paid subsequently before any dividend shall be paid upon or set apart for the common stock. In case of liquidation or dissolution of the company, the holders of the preferred stock shall have prior right on the assets of the company before any amounts shall be payable to the holders of the common stock.

Please note date of information at end of each report.



Street Railway Journal

Funded Debt and Certificates.—Total $10,838,000, as follows:

MINNEAPOLIS DIVISION.

First mortgage 7 p. c. gold bonds, outstanding, $290,000; dated Nov. 1, 1880, due 1910, but redeemable, 20 bonds yearly at $105 and int.; denom. $1,000; int. payable in gold May and Nov., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, outstanding, $600,000; dated Nov. 1, 1883, due 1913; denom. $1,000; int. payable in gold May and Nov., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $4,110,000, in escrow (see Note) $890,000; coupon, but may be registered; dated Jan. 15, 1889, due 1919; denom. $1,000; int. payable in gold Jan. 15 and July 15 at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Note.—$890,000 of the first consolidated mortgage bonds have been reserved in the hands of the trustee to redeem the company's prior liens.

ST. PAUL DIVISION.

First mortgage and first consolidated mortgage 6 p. c. bonds, outstanding, $680,000; dated Oct. 1, 1882 and 1884, due 1932 and 1934, respectively; denom. $1,000; int. payable in gold Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Cable consolidated mortgage 5 p. c. gold bonds, authorized, $5,500,000, issued, $3,708,000, in escrow (see Note), $680,000, in treasury, $1 112,000; coupon, but may be registered; dated Jan. 15, 1887, due 1937; denom. $1,000; int. payable in gold Jan. 15 and July 15, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. $1,138,000 of these bonds are guaranteed, principal and interest, by the Twin City Rapid Transit Co.

Debenture 6 p. c. gold bonds, $1,000,000, dated May 1, 1890, due 1900; denom. $1,000; int. payable in gold, May and Nov., at office of Farmers' Loan & Trust Co., of New York. $581,000 of these bonds are guaranteed, principal and interest, by the Twin City Rapid Transit Co.

Minneapolis & St. Paul Suburban Ry. Co's. 5 p. c. gold bonds, authorized and issued, $450,000; dated Sept. 1899, due 1924; denom. $1,000; int. payable Apr. and Sept.

Note.—$680,000 of the cable consolidated mortgage bonds have been reserved by the Farmers' Loan & Trust Co. to redeem prior liens.

The unissued cable consolidated mortgage bonds now in the treasury may be issued and sold against the actual cash cost of new construction at a rate not exceeding $15,000 per mile of track.

Schedule A.

Statement of Funded Debt and 6 per ct. Certificates Jan. 1	1898.	1899.	1900.
MINNEAPOLIS DIVISION.			
First mortgage 7 p. c. due 1910	$ 330,000	$ 310,000	$ 290,000
Second mortgage 6 p. c. due 1913	600,000	600,000	600,000
First consolidated mortgage 5 p. c. due 1919	4,070,000	4,090,000	4,110,000
Total	$ 5,000,000	$ 5,000,000	$5,000,000
ST. PAUL DIVISION.			
First mortgage & first consolidated 6 p. c. due 1932-34	$ 680,000	$ 680,000	$ 680,000
Cable cons. mort. 5 p. c. due 1937.	3,618,000	3,708,000	3,708,000
Debenture mort. 6. p. c. due 1900.	1,000,000	1,000,000	1,000,000
Minn. & St. Paul Surb. Ry. Co.s 5 p. c. bonds due 1924			450,000
Total	$ 5,298.000	$ 5,388,000	$ 5,838 000
Grand total	$10,298,000	$10,388,000	$10,838,000

Franchises.—This company possesses the exclusive right to operate street cars in and between the cities of St. Paul and Minneapolis.

Operation.—Year ending Dec. 31.	1897.	1898.	1899.
Receipts from passengers	$1,982,785	$2,145,093	$2,476,880
" other sources	26,336	25,623	45,914
" total	2,009,121	2,170,716	2,522,794
Operating expenses	1,002,080	1,019,392	1,156,972
Earnings from operation	1,007,041	1,151,324	1,365,822
Deductions from earnings.			
Interest charges	705,438	713,454	628,243
Taxes	66,469	64,214	
Net income	235,134	373,656	737,579
Dividends on preferred stock			187,553
" " common stock			375,250
To surplus account			174,776
Total surplus account	1,615,076	1,988,732	2,163,507
P.c. operating exp.to total recpts.	49.88	46.96	45 86

GROSS RECEIPTS.

The gross receipts of the properties now owned by the Twin City Rapid Transit Co., for the years 1878 to 1898 inclusive, were as follows:

1878	$ 65,520	1889	$ 968,094
1879	95,431	1890	1,401,397
1880	111,344	1891	1,820,592
1881	178,871	1892	2,187,580
1882	279,773	1893	2,189,157
1883	399,919	1894	2,003,679
1884	478,758	1895	1,988,804
1885	520,216	1896	2,059,218
1886	669,088	1897	2,009,121
1887	828,138	1898	2,170,716
1888	985,336	1899	2,522,794

OPERATING EXPENSES.

Year ending Dec. 31,	1897.	1898.	1899.
General expenses	$ 67,102	$ 95,884	$ 105,856
Maintenance of equipment	110,496	131,368	165,364
" " way and structures	76,877	76,837	33,820
Wages conductors and motormen.	378,567	497,414	602,692
Wages inspectors and trans. agts.	7,726		
Conducting transportation (misc.).	82,939		
Power station expense	133,829	129,806	147,467
Machine shop expense	20,080		
Insurance	6,408	6,148	6,863
Injuries and damages	72,000	58,493	72,910
Legal expenses	18,701	23,442	22,000
Contingent expenses	27,355		
Total	$1,002,080	$1,019,392	$1,156,972

Note.—The company has made arrangements with the owners of a 10,000 H. P. water power at the Falls of St. Anthony to generate at that point electric power for the use of its lines, and has leased its power for a term of forty years at a basis that will add largely to the net revenue without calling for capital expenditure.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.
Cost of road, equip., real est., bldgs., machinery, tools, etc., and stock ofother companies	$29,288,584	$29,903,171	$30,878,740
Notes and accounts receivable.	121,176	103,081	64,176
Cash in hand and in banks	228,435	225,897	304,835
Insurance paid in advance	5,059	4.585	
Material and supplies	110,498	72,215	87,169
Int. on current liabilities, paid in advance	1,045	770	2,910
Total	$29,754,797	$30,309,719	$31,337,830
LIABILITIES.			
Capital stock, common	$15,010,000	$15,010,000	$15,010,000
" " preferred	1,637,200	2,462,200	2,700,000
F'nd'd dbt,(see sched. A below).	10,298.000	10,388,000	10,838,000
Unpaid vouchers and accounts.	35,790	40,442	87,828
Pay rolls accrued and not due.	26,354	30,384	
Trainmen's deposits	20,900	22,425	23,625
Taxes accrued and not due	53,116	49,015	62,063
Int. on f'nd'd dbt. acr'd & not due	206,233	208,521	216,246
Bills payable	102,127	110,000	11,411
Dividends payable			225,150
Collateral notes due 1900	750,000		
Profit and loss (surplus)	1,615,076	1,988,732	2,163,507
Total	$29,754,797	$30,309,719	$31,337,830

Plant and Equipment.—Miles of track, (electric), 230; gauge, 4 ft. 8½ in.; 50 lb. to 80 lb. T and girder rails; 950 cars, of which 650 are electric and 300 are trail cars; Allis engines; Gen. Elec. dynamos and motors.

Officers.—Pres. Thomas Lowry, V. Pres. Sec. & Treas. C. G. Goodrich, Audr. J. F. Calderwood, Gen. Man. W. J. Hield, Pur. Agt. A. M. Baldwin, Jr., Elec. Engr. E. P. Burch, Steam Engr. William Kewley.

Directors.—Thomas Lowry, C. G. Goodrich, Clinton Morrison, Minneapolis; John Kean, Elizabeth, N. J.; J. Kennedy Tod, W. A. Read, R. J. Cross, New York.

General Office, 200 3d Ave., N. Minneapolis.

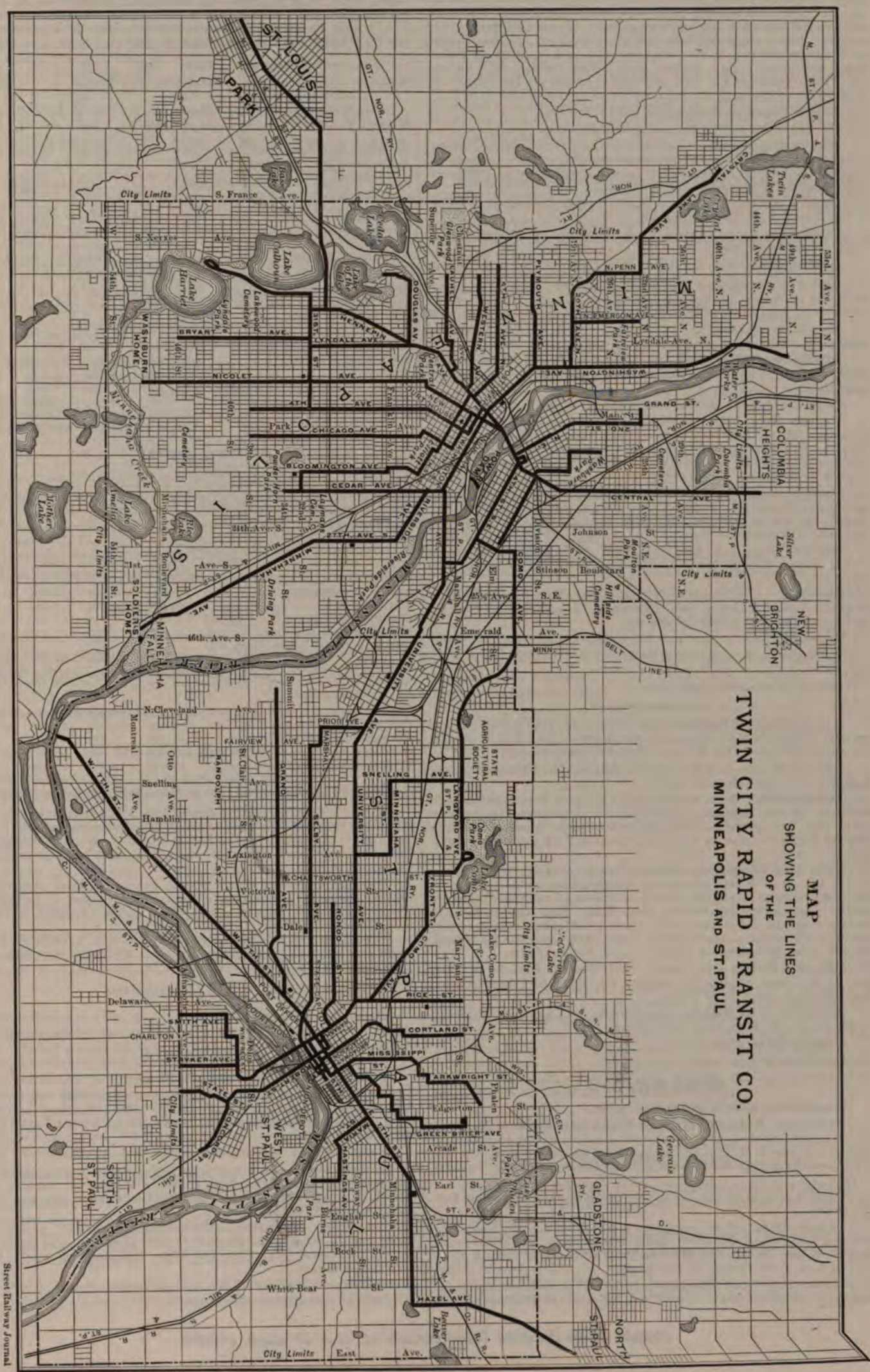
References.—TWIN CITY RAPID TRANSIT CO.—Description of road, Vol. IX, Feb., '93, 102 (ill.); increase of stock, Vol. XI, Mar., '95, p. 183; operating details, Vol. XII, May, '96, p. 282 (ill.); operating detail, Vol. XII, June, '96, p. 346 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 607; MINNEAPOLIS STREET RAILWAY CO.—Description of power plant (brief), Vol. VIII, June, '92, p. 374. INTERURBAN LINE.—Description of road, Vol. VII, Sept., '91, p. 457 (ill.); Vol. IX, Feb., '93, p. 102 (ill.); annual report, Vol. XIII, May, '97, p. 328.

Date of information, Mar., 1900. x z

For map of road see page 153.

The Minneapolis & St. Paul Suburban Railway Co.—This company was incorporated July 1st, 1899, as the successor by purchase at foreclosure sale of all the property and rights of the St. Paul & Suburban Ry. Co., including line of railway from intersection of 7th Street with White Bear Avenue, in the city of St. Paul, to Wildwood, a summer resort owned by the company on White Bear Lake, and from Wildwood to Mahtomedi, a summer residence suburb also on

Please note date of information at end of each report.


ST. LOUIS PARK
City Limits
S. France Ave.
St. Xerxes Ave.
Lake Harriet
Lake Isles
Lake of the Isles
Lakewood Cemetery
Lyndale Park
BRYANT AVE.
HENNEPIN AVE.
LYNDALE AVE.
WASHBURN HOME
NICOLET AVE.
4TH AVE.
CHICAGO AVE.
BLOOMINGTON AVE.
CEDAR AVE.
Minnehaha Creek
Powderhorn Park
Cemetery
Mother Lake
Lake Amelia
Rice Lake
24th Ave. S.
27TH AVE. S.
MINNEHAHA AVE.
1st Ave. S.
SOLDIERS HOME
46th Ave. S.
MINNEHAHA FALLS
Driving Park
Riverside Park
Lake Como
Como Park
Lake Phalen
Phalen Park
Hillside Cemetery
Silver Lake
Moulton Park
Johnson St. N.E.
Stinson Boulevard
Emerald Ave.
MINN. BELT LINE
COLUMBIA HEIGHTS
NEW BRIGHTON
GRAND ST.
CENTRAL AVE.
WASHINGTON AVE.
PENN AVE. N.
EMERSON AVE. N.
Lyndale Ave. N.
Water Works
Columbia Park
Cemetery
Fairview Park
Loring Park
Glenwood Park
Chestnut
Superior
Western
Plymouth
Douglas
Oliver
Fremont
Irving
Girard
Dupont
Bryant
Aldrich
Emerson
Fremont
Lyndale
Penn
Washington
Main St. N.E.
Broadway
Monroe
Jackson
Summit
Grand
Selby
Marshall
Prior
Snelling
University
Minnehaha
Front
Langford
Como
Lake Como
Maryland
Rice St.
Cortland St.
Mississippi
Arkwright St.
Edgerton
Phalen
Green Briar Ave.
Arcade St.
Earl St.
Minnehaha St.
Hastings Ave.
Burns
Rock St.
White Bear
Hazel Ave.
Beaver Lake
Gervais Lake
McCarrons Lake
Wheelock Parkway
Maryland Ave. E.
Edgerton St.
Arcade St.
Earl St.
Minnehaha St.
Rock St.

White Bear Lake, in addition to which a new line of suburban railway has been built running from Wildwood to the city of Stillwater, also local lines of street railway in said city of Stillwater. The company does a large excursion and picnic business in the summer to Wildwood, which is five acres in area and is fitted up with a large, handsome casino, skating rink, roller coaster, bath houses, etc. The capital stock of this company is owned by the Twin City Rapid Transit Co., and its road is operated as part of that system.

Capital Stock, authorized and issued, $300,000.

Funded Debt, authorized and issued, $450,000.

Plant and Equipment.—Miles of track (electric), 23.606; gauge, 4 ft. 8½ in.; 56 lb. T rail; 20-44 ft. cars running on line between St. Paul and Stillwater, and 5 smaller cars on local lines in Stillwater. Power houses at Wildwood and Stillwater.

Officers.—Pres. C. G. Goodrich, V. Pres. & Counsel M.D.Munn, Sec. & Treas. J. F. Calderwood.

Directors.—Thomas Lowry, C. G. Goodrich, M. B. Koon, J. F. Calderwood, M. D. Munn.

General Office, With Twin Rity Rapid Transit Co., Minneapolis.

Date of information, Mar., 1900. z

MOBILE, ALA.

Population in 1880, 29,132, in 1890, 31,076, in 1896 (local estimates), 35,000.

Mobile Street Railroad Co.—Chartered 1892, as a successor to the Mobile Street Ry. Co., which was sold under foreclosure of mortgage in 1892.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $350,000, issued, $240,000; coupon, but may be registered; dated May 1, 1893, due 1923; int. payable May and Nov., at office of National City Bank, of New York; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

Plant and Equipment.—Miles of track (electric) 23; gauge, 5 ft. 2½ in.; 45 lb. to 70 lb. T and girder rail; 40 cars, of which 20 are motor cars and 20 trail cars; McI. & S. engines, Gen. Elec. dynamos and motors, Stephenson cars.

Officers.—Pres. J. C. Morris, V. Pres. F. J. Gasquet, Sec. R. B. Owen, Treas. & Gen. Man. R. Semmes, Ch. Eng. & Elecn. J. F. McAviney.

Directors.—J. C. Morris, William Agar, F. J. Gasquet, New Orleans; James Stillman, and Lawrence Turnure, New York; J. H. Masson, Mobile; Louis Grunewald.

General Office, Anthony and Royal Sts., Mobile, Ala.

References.—Description of road, Vol. X, Apr., '93, p. 243 (ill.); Vol. X, Souv., '94, p. 36 (ill.).

Date of information, Feb., 1900. x

Mobile Light & Railroad Co.—Chartered Feb. 6, 1897, in perpetuity. This is a consolidation of the Mobile Light & Ry. Co. and the Mobile & Spring Hill Ry. Co., with additional mileage.

Capital Stock.—Common stock, authorized, $500,000, issued, $400,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $400,000, issued, $350,000, in treasury for improvements, $50,000; dated 1898, due 1937; denom. $1.000; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 45 lb. T rail; 57 cars, of which 37 are motor cars and 20 trail cars; 1,600 H. P. engines, 660 K. W. railway dynamos; Hamilton, Corliss engines, Stirling boilers, Gen. Elec. West. and Siemens & Halske dynamos and motors, Brill, Jones and Stephenson cars, Peckham and Brill trucks; approximate value real estate and building, $80,000; 6.000 incandescent lights, arc and motor circuits.

Officers.—Pres. & Gen. Man. J. H. Wilson, V. Pres. L. H. Rust, Sec. C. W. Chase, Supt. J. H. Johnson, Ch. Engr. of Power Station, Jos. Maloney, Elecn. S. M. Coffin.

Directors.—Jno. Wilson, J. H. Wilson, J. C. Lysle, L. H. Rust, C. W. Chase, W. E Gordon, A. S. Benn.

General Office, Mobile, Ala.

Date of information, Mar., 1900. z

MOHAWK, N. Y.

Population in 1880, 1,441, in 1890, 1,806.

Herkimer, Mohawk, Ilion & Frankfort Electric Railway Co.—Chartered Feb. 4, 1895, as a consolidation of the Herkimer & Mohawk Street R. R. Co., the Mohawk & Ilion Horse R. R. Co. and the Frankfort & Ilion Street Ry. Co. Annual meeting first Tuesday in Feb.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated May 1, 1895, due Jan. 1, 1926; denom. $1,000; int. payable Jan. and July, at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—The following report covers the combined operating reports of the Frankfort & Ilion Street Ry. Co., the Herkimer & Mohawk Street R. R. Co. and the Mohawk & Ilion Horse R. R. Co. for the three years ending June 30, 1892-93-94, and seven months to Feb. 1, 1895, and of the Herkimer, Mohawk, Ilion & Frankfort Electric Ry. Co. for five months to June 30, 1895.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Receipts from passengers....	$18,858	$42,382	$40,945		$41,555
" other sources.....	44		403		621
" total.....	18,902	42,382	41,348	$38,631	42,176
Operating expenses.....	11,590	19,673	19,956	18,388	18,594
Earnings from operation.....	7,312	21,708	21,392	20,243	23,582
Deductions from earnings....	936				
Interest.....		7,171	8,733	9,027	9,017
Taxes.....		1,151	1,702	1,281	1,405
Net income.....	6,376	13,386	10,957	9,935	13,160
Dividends paid.....		6,000	9,000	9,000	9,000
To surplus account.....		7,386	1,957	935	4,160
Total surplus acct.....		12,330	14,287	15,222	19,382
P.c.op.exp.to to.rects.....	61.3	45.9	48.3	47.6	44.0

Dividends, in 1896, 1897, 1898 and 1899, 6 p. c.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses.....	$ 2,811	$ 4,450	$ 4,083	$ 3,889
Transportation expenses.....	11,528	11,382	11,032	10,745
Maint. of way and building.....	1,539	1,420	1,600	1,617
" " equipment.....	3,795	2,704	1,673	2,343
Total.....	$19,673	$19,956	$18,368	$18,594

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1899.	
Passengers carried.....	899,088
Car miles run.....	173,445
Total receipts per car mile.....	$.243
Operating expenses per car mile.....	.107

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.....	$195,819	$225,667	$232,838	$233,309	$233,257
" equipment.....	93,628	97,551	107,901	110,609	110,659
Cash assets	471	3,828	1,404	1,392	2,658
Open accounts.....	13,793	217	232	223	40
Materials and supplies.	508	669	557	426	63
Bonds in treas. hands..	25,000				
Total.....	$329,220	$327,932	$342,932	$345,950	$346,677
LIABILITIES.					
Capital stock.....	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt.....	150,000	150,000	150,000	150,000	150,000
Accrued interest		3,750	3,750	3,750	3,750
Accounts payable.....	24,276	11,852	24,896	26,987	23,545
Profit and loss (surplus).	4,944	12,330	14,286	15,222	19,382
Total	$329,220	$327,932	$342,932	$345,959	$346,677

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 65 lb. T rail; 12 cars, of which 10 are motor cars and 2 trail cars; 400 H. P. station plant, Ball & Wood & Watertown engines, Gen. Elec. and West. dynamos, Gen. Elec. motors, American cars, Diamond trucks.

OFFICERS.—Pres. J. Ledlie Hees, Fonda; V. Pres. Addison B. Colvin, Glens Falls; Sec. Jacob Hees, Fonda; Treas. E. Leonhardt, Fonda; Supt. J. A. Stewart, Elecn. C. D. Ferris, Ch. Engr. of Power Station Chester L. Gates.

DIRECTORS.—J. Ledlie Hees, Jacob Hees, E. Leonhardt, A. H. Mills, E. M. Richards, Fonda; R. T. McKeever, Gloversville; Addison B. Colvin, Glens Falls; H. M. Golden, J. A. Stewart, Mohawk.

GENERAL OFFICE, Mohawk, N. Y.

Date of information, Feb., 1900. c z

MOLINE, ILL.

Population in 1880, 7,800, in 1890, 11,995.

Moline Central Street Railway Co.—Chartered Oct. 2, 1884. Annual meeting last Wednesday in Aug. The controlling interest in the capital stock of this company is now owned by the Tri-City Ry. Co., Davenport, Ia.

CAPITAL STOCK, authorized, $100,000, issued, $48,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $100,000; issued, $48,000; dated Nov. 1, 1889, due 1904; int. payable May and Nov., at office of company; trustee of mortgage, American Trust & Savings Bank, of Chicago.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 70 lb. Wharton girder rail; 10 cars, of which 6 are motor cars and 4 trail cars; Gen. Elec. and West. dynamos and motors, Pullman and Brill cars.

OFFICERS.—See Tri-City Ry. Co., Davenport, Ia.

Date of information, Mar, 1900. x

MONONGAHELA CITY, PA.

Population in 1880, 2,904, in 1890, 4,906,

Monongahela City Street Railway Co.—Chartered Feb. 21, 1893; operation began Sept. 30, 1895.

CAPITAL STOCK, $15,000.

FUNDED DEBT.—None.

OPERATION.—	9 mos. ending June 30, 1896.	Year ending June 30, 1897.	1898.	1899.
Receipts from operation	$3,773	$3,232	$3,020	$3,026
" other sources	75		28	
" total	3,848	3,232	3,048	3,026
Operating expenses	2,965	3,906	3,438	3,465
Earnings from operation	883	* 674	*390	*439
Taxes				128

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$14,180	$14,180	$14,180	$14,180
Cost of equipment	1,850	1,850	1,850	1,850
Cash	883	209		
Profit and loss (deficit)			390	957
Total	$16,913	$16,240	$16,420	$16,987
LIABILITIES.				
Capital stock	$15,000	$15,000	$15,000	$15,000
Current liabilities	1,030	1,030	1,420	1,987
Profit and loss (surplus)	883	210		
Total	$16,913	$16,240	$16,420	$16,987

PLANT AND EQUIPMENT.—Miles of track (electric) 1.5; 1 motor car.

OFFICERS.—Pres. S. M. Downer, Monongahela; Sec. J. W. Lloyd, Pittsburgh; Treas. W. F. Lloyd, Pittsburgh.

DIRECTORS.—S. M. Downer, E. G. Acheson, Thomas Herrott, W. F. Lloyd, J. W. Lloyd.

GENERAL OFFICE, Monongahela City, Pa.

Date of information, July, 1899. b

MONTAGUE, MASS.

Population in 1880, 4,875, in 1890, 6,296.

Montague Street Railway Co.—This company commenced operation June 24, 1895. On June 1, 1896, the property and franchises were purchased by the Greenfield & Turner'sFalls Street Ry. Co. (which see).

Date of information, May, 1899. a z

MONTEREY, CAL.

Population in 1880, 1,396,in 1890, 1,662.

Monterey & Pacific Grove Street Railway & Electric Power Co.—Chartered Aug. 12, 1890, for fifty years.

CAPITAL STOCK, authorized, $180 000, issued, $96,240; par value, $30 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 3 ft. 6 in.; 20 lb. T rail; 40 horses, 8 horse cars, Fitzgerald cars.

OFFICERS.—Pres. O. S. Trimmer, V. Pres. Ph. Oyer, Sec. & Gen. Man. F. A. Botsch, Treas. Bank of Monterey.

REFERENCE.—Sale, Vol. IX, Jan., '93, p. 52.

Date of information, Dec., 1899. z

MONTGOMERY, ALA.

Population in 1880, 16,713, in 1890, 21,883.

Montgomery Street Railway Co.—Chartered 1893, in perpetuity. This is a consolidation, in 1893, of the Montgomery Terminal Street Ry. Co. and the Cloverdale Street R. R. Co.

CAPITAL STOCK, authorized, $350,000, issued, $290,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $350,000, issued, $290,000; dated 1893, due 1923; int. payable Feb. and Aug., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. The unissued bonds may be sold at the company's discretion.

OPERATION.—Years ending Dec. 31,

	1894.	1895.	1896.	1897.
Gross receipts	$35,216	$50,645	$57,291	$54,914
Operating expenses	21,724	27,915	27,857	27,205
Earnings from operation	13,492	22,730	29,434	27,709

NOTE.—No report for 1898 has been received.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 51½ lb. to 84 lb. T and girder rail; 26 cars, of which 15 are motor cars and 11 trail cars; Gen. Elec. dynamos and motors, own cars; rent power from light company.

OFFICERS.—Pres. J. W. Dimmick, Sec. J. C. Virden, Treas. G. W. Craik, Gen. Man. Pur. Agt. & Elecn. R. F. Scott.

GENERAL OFFICE, 21 Dexter Ave.

BANKERS AND BROKERS handling the securities of this company, are Alexander Dow, of Cleveland.

REFERENCES.—Description of road, Vol. X, Apr. '94, p. 240 (ill.); (brief), Vol. X, Souv., '94, p.34; receivership, Vol. IX, Apr., '93, p. 209.

Date of information, Mar., 1899.

Montgomery Suburban Street Railway Co.—Chartered Jan., 1896, as the successor to the West End & Riverside Park Electric Street Ry. Co. Municipal franchise granted July 17, 1891, for indefinite years. Annual meeting third Wednesday in January.

CAPITAL STOCK, authorized and issued, $100,000, par value $100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; West. engines, West. dynamos and motors, Brill cars; rent steam power.

OFFICERS.—Pres. Henry Fonde, V. Pres. E. L. Russell, (Mobile, Ala.), Sec. Edward A. Graham, Treas. & Gen. Man. H. S. Jones.

GENERAL OFFICE, Montgomery, Ala.

REFERENCES.—Description of road, Vol. IX, July, '93, p. 479 (ill.); (brief), Vol. X, Apr., '94, p. 240; Vol. X, Souv., '94, p. 34.

Date of information, Dec, 1899. z

MONTOURSVILLE, PA.

Population in 1880, 1,193, in 1890, 1,278.

Montoursville Passenger Railway Co.—Chartered June 28, 1897. Commenced operation Dec. 16, 1897. On Oct. 22. 1899, the capital stock of this company was purchased by the Railways Company General, of Philadelphia.

CAPITAL STOCK, authorized and issued, $75,000.

FUNDED DEBT, authorized and issued, $75,000.

OPERATION.—Dec. 16, 1897 to June 30,	1898.	Year endg. June 30, 1899.
Gross receipts	$6,407	$14,387
Operating expenses	4,784	10,454
Earnings from operation	1,623	3,933
Deductions from earnings.		
Interest	1,250	3,750
Other deductions	112	63
Net income	261	120

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road	$107,000	$122,000
Cost of equipment	18,000	18,000
Other permanent investments		10,000
Current assets	374	2,149
Total	$125,374	$152,149
LIABILITIES.		
Capital stock	$ 75,000	$ 75,000
Funded debt	50,000	75,000
Bills and accts. payable	.113	1,768
Profit and loss (surplus)	261	381
Total	$125,374	$152,149

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 56 lb. T rail, 5 cars, of which 4 are motor cars, and 1 trail car; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. & Gen. Man. E. A. Tennis, Supt. & Pur. Agt. B. C. McAllister, Elecn. John Coonan, Ch. Engr. John Ingram.

DIRECTORS.—E. A. Tennis, H. V. Massey, Edward Morrell, Wm. H. Hassenplug, Philadelphia, Pa.; H. M. Van Zandt, Harrisburg, Pa.; B. C. McAllister, Montoursville, Pa.

GENERAL OFFICE, 1002 Harrison Bldg., Philadelphia, Pa.

Date of information, Feb., 1900. b z

MONTREAL, QUE.

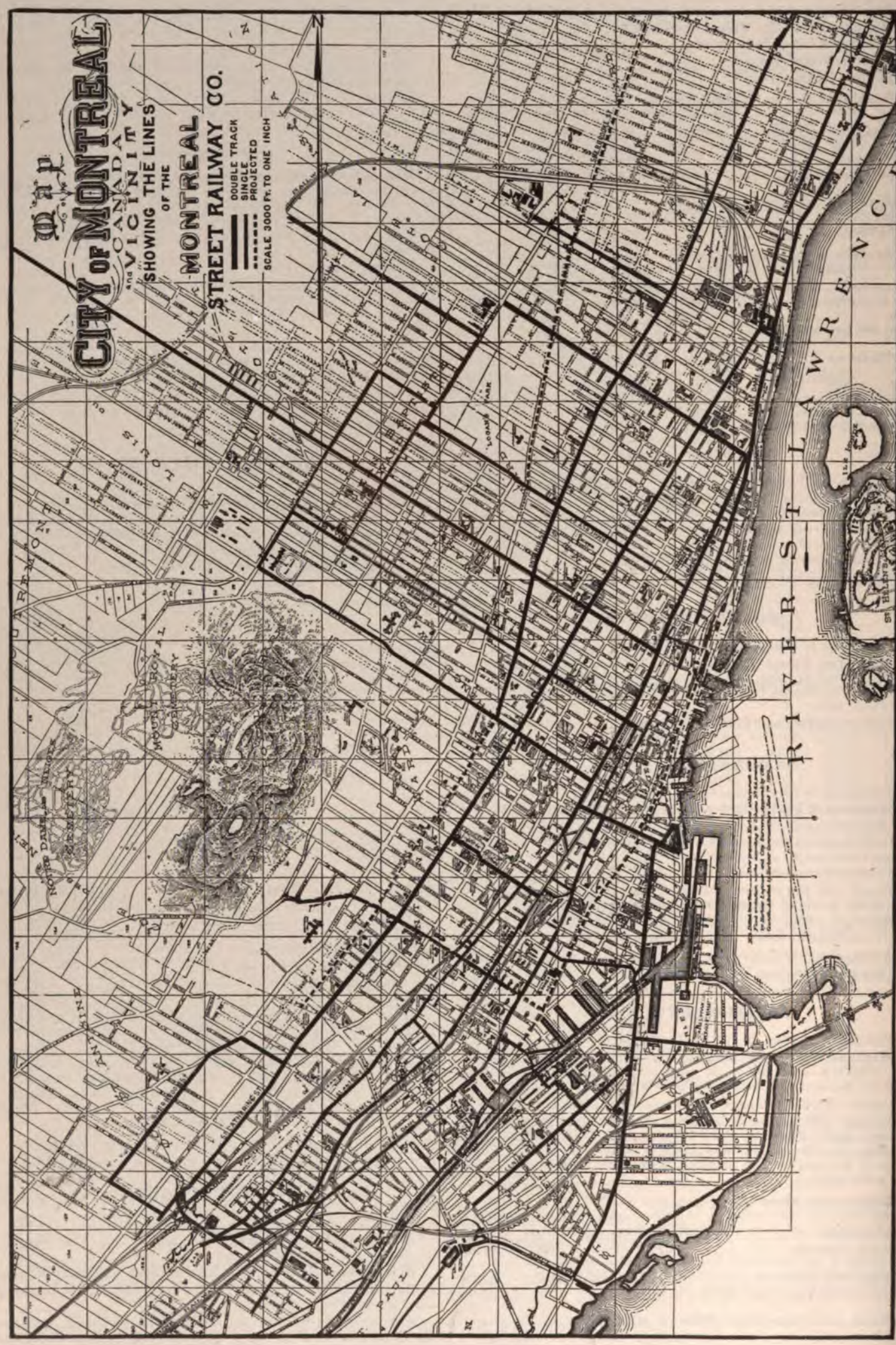
Population in 1881, 155,237, in 1891, 216,650, in 1897, 250,000.

Montreal Street Railway Co.—Chartered May 18, 1861. Annual meeting in November.

Franchises.—Municipal franchises granted in 1892, expire in 1922.

Capital Stock, authorized, $10,000,000, issued, $5,000,000; par value, $50 per share.

Funded Debt.—First series mortgage 5 p. c. bonds, authorized, $2,500,000, issued, $292,000; coupon, but may be registered; dated


MAP
CITY OF MONTREAL
AND VICINITY
CANADA
SHOWING THE LINES
OF THE
MONTREAL
STREET RAILWAY CO.
DOUBLE TRACK
SINGLE
PROJECTED
SCALE 3000 Ft. TO ONE INCH
N
ST LAWRENCE RIVER

Mar. 1, 1888; due 1908; denom. $500; int. payable Mar. and Sept. at office of Bank of Montreal, of London, Eng.; trustee of mortgage, Montreal Trust & Deposit Co., of Montreal.

Second series mortgage 4½ p. c. bonds, authorized and issued, $681,333; coupon, but may be registered; dated Aug. 1, 1891, due 1922; denom. $500; int. payable Feb. and Aug. at office of Bank of Montreal of London, Eng.; trustee of mortgage, Montreal Trust & Deposit Co., of Montreal.

Both series rank equally, and are secured by the same deed of trust.

Operation.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Total receipts..	$1,102,778	$1,265,898	$1,342,368	$1,471,940	$1,660,776
Op. exp.& taxes.	652,812	710,865	736,429	764,885	912,950
Earn. from oper.	449,966	555,033	605,939	707,055	747,826
Deduc. from earn. Int. on bonds.) Franchise chg's (	98,617	92,927	98,083	105,351	116,955
Net income.....	351,349	462,106	507,856	601,704	630,871
Dividends paid..	275,333	360,000	368,333	462,917	478,333
To surplus acct..	76,016	102,107	139,522	138,787	152,537
Total surpl's acct	68,586	200,693	334,247	373,035	475,572
P. c. oper. exp. to total receipts..	59.20	56.48	54.87	52.15	54.97
Stock rec. div's..	3,441,667	4,000,000	4,400,000	4,700,000	4,783,333

Dividends paid, in 1896, 9 p. c.; in 1897, 9 p. c.; in 1898–99 10 p. c.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Pass. carried.	25,877,758	29,896,471	32,047,317	35,353,036	40,186,493
Transfers....	7,058,670	8,541,530	8,765,903	10,508,603	12,060,857
Increase over prec'd year..	5,308,745	4,018,713	2,150,846	2,305,719	4,833,457

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road.....	$2,706,976	$2,799,541	$2,901,959	$3,048,731
" equipment ...	1,650,695	1,917,086	2,093,062	2,309,478
Real estate and bldgs.	1,111,361	1,176,459	1,207,942	1,395,268
Cash assets.....	35,572	259,595	171,491	115,740
Other assets.....	26,218	43,783	40,421	54,161
Accounts receivable...	14,971	13,708	20,796	15,886
Total.....	$5,545,793	$6,210,171	$6,435,671	$6,939,267
LIABILITIES.				
Capital stock (paid in).	$4,000,000	$4,500,000	$4,700,000	$5,000,000
Funded debt.....	973,333	973,333	973,333	973,333
Mortgages.....	5,222	5,222	5,015	6,035
Accounts and wages payable.....	68,016	104,367	60,321	83,826
Interest and taxes....	57,055	62,139	69,525	82,070
Dividends payable...	200,000	208,333	117,500	124,166
Other liabilities.....	41,474	22,530	136,942	194,262
Profit and loss (surp.)	200,693	334,247	373,035	475,572
Total.....	$5,545,793	$6,210,171	$6,435,671	$6,939,264

Plant and Equipment.—Miles of track (electric), 92; gauge, 4 ft. 8½ in.; 56 lb. T, 72 lb. and 83 lb. grooved girder rail; 598 cars, of which 570 are motor cars and 28 trail cars, 19 electric sweepers; 7,800 H. P. station plant; Laurie engines, Babcock & Wilcox and Daniel Adamson (Lancashire, Eng.) boilers, Gen. Elec. and West. dynamos and motors, various cars, Blackwell trucks.

Officers.—Pres. L. J. Forget, V. Pres. & Man. Director James Ross, Sec. Martin H. Watts, Comptroller W. G. Ross, Man. & Ch. Engr. F. L. Wanklyn, Supt. Duncan McDonald, Elecn. H. R. Lockard, Engr. of Power Station Walter Alexander.

Directors.—L. J. Forget, James Ross, K. W. Blackwell, R. B. Angus, F. C. Henshaw.

General Office. 574 Craig St.

References.—Description of road, Vol. X, Sept., '94, p. 573 (ill.); description of track construction, Vol. IX, Dec., '93, p. 787 (ill.); increase of stock, Vol. IX, Aug., '93, p. 558; Vol. X, Apr., '93, p. 274; increase of bonds, Vol. IX, Oct., '93, p. 697; annual report, Vol. IX, Nov., '93, p. 777; Vol. IX, Dec., '93, p. 842; general information, Vol. VIII, Oct., '92, p. 606; details of re-equipment, Vol. IX, Oct., '93, p. 697; description of road, Vol. XI, Souv., '95, p. 11 (ill.); power station records, Vol. XI, Dec., '95, p. 791; description of road (brief), Vol. XII, Oct., '96, p. 607; annual report (brief), Vol. XII, Dec., '96, p. 790; annual report, Vol. XIII, Dec. '97, p. 874.

Date of information, Dec., 1899. z

For map of road see page 156.

Montreal Park & Island Railway Co.

Capital Stock.—Common stock, $720,900.

Preferred Stock, $315,000.

Funded Debt, $328,000.

Operation.—Year ending Dec. 31,

	1898.	1899.
Receipts from passengers.....	$104,761	$109,989
" " other sources.....	208	1,972
" total.....	104,969	111,961
Operating expenses, including taxes, etc.....	70,976	68,964
Earnings from operation.....	33,993	42,997
Per cent. of op. exp. to total receipts.....	67.62	61.64

Plant and Equipment.—Miles of track (electric), 41; gauge, 4 ft. 8½ in.; 56 lb. T rail; 31 motor cars; Robb engines, Royal, West. and Walker dynamos and motors, Brill, Rathbun, Larivière, Patterson & Corbin and Crossen cars.

Officers.—Pres. Herbert S. Holt, V. Pres. J. R. Thibaudeau, Sec. & Gen. Man. C. E. A. Carr, Treas. W. Strachan, Supt. & Cn. Engr. of Power Station L. Robinson.

Directors.—J. R. Thibaudeau, D. Morrice, H. S. Holt, A. A. Thibaudeau, W. Strachan, A. Brunch.

General office, Town of St. Louis, Mile End, Montreal.

References.—Description of road, Vol. XI, Souv., '95, p. 22; power station problem, Vol. XII, June, '96, p. 358.

Date of information, Jan., 1900. z

Montreal Terminal Railway Co.—This company has acquired all the properties of the Montreal Island Belt Railway, which is a general passenger and freight railway, running from the Hochelaja Station of the Canadian Pacific Railway to the eastern end of the Island of Montreal. It does all the switching of the Canadian Pacific Ry. in the eastwards of Montreal.

Capital Stock, authorized and issued, $500,000.

Passengers carried in 1897. 320,000; in 1898, 352,586; net revenue in 1898, $18,858.

Plant and Equipment.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 56 lb. T rail; 15 cars, of which 12 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors; Taylor trucks.

Officers.—Pres. W. D. Harris, Man. Director J. P. Mullarkey, Supt. John Rowley.

Date of information, Feb., 1900. d z

MONTVILLE, CONN.

Population in 1880, 2,664, in 1890, 2,344.

Montville Street Railway Co—This company was organized to construct an electric railway connecting Norwich and New London, about 12 miles. The road is expected to be placed in operation Apr. 1900, with 8 open and 5 closed cars.

CAPITAL STOCK, authorized, $225,000; par value $100 per share.

OFFICERS.—Pres. S. R. Anthony, Treas. P. L. Saltonstall, Gen. Man. E. P. Shaw, Jr., Supt. E. B. Kidson.

GENERAL OFFICE, 53 State St. Boston Mass.

Date of information, Mar., 1900. x

MORAVIA, N. Y.

Population in 1880, 1,540, in 1890, 1,486.

The Syracuse, Skaneateles & Moravia Railroad Co.—This company has an application for a certificate now pending before State R. R. Commissioners, which, when granted, will allow commencement of construction, rights of way having been secured for nearly all of the route.

OFFICERS.—Pres. Wing T. Parker, V. Pres. Henry J. Hubbard, Sec. Joseph Parker, Treas. Thomas W. Downing, Ch. Engr. J. W. Ackerman.

DIRECTORS.—W. T. Parker, H. J. Hubbard, Jos. Parker, T. W. Downing, C. R. Milford, John Andrews, F. B. Ryan, H. J. Fernald, H. H. Alley, B. S. Townsend, W. L. Van Duyne.

GENERAL OFFICE, Moravia, N. Y.

Date of information, Feb., 1900. b z

MOUNT CLEMENS, MICH.

Population in 1880, 3,057, in 1890, 4,742.

Mount Clemens & Lake Side Traction Co.—This is a consolidation (in 1896) of the Mount Clemens & Lake Side Traction Co. and the Mount Clemens Street Ry. Co., Ltd.

CAPITAL STOCK, authorized, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; 60 lb. T and grooved girder rail; 6 motor cars; Fischer engines and boilers, Walker dynamos and motors, New Castle cars.

OFFICERS.—Pres. Fr. Ruoff, V. Pres. M. Slush, Sec. W. C. Gundlefinger, Treas. G. A. Skinner.

GENERAL OFFICE, Mt. Clemens, Mich.

Date of information, Sept., 1896. d

MOUNT HOLLY, N. J.

Mount Holly Street Railway Co.—Annual meeting first Friday in Nov.

CAPITAL STOCK, authorized, $10,000, issued, $9.800.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.	1899.
Gross receipts.....	$1,824	$1,805	$1,553	$1,297	$1,352	$1,228
Oper'g exp. and fixed charges.....	1,836	1,739	1,516	1,390	1,332	1,400
Net income.....	*12	66	37	*93	20	*172

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.25; gauge, 5 ft. 2 in.; 3 horses, 4 horse cars.

OFFICERS.—Pres. Amos Gibbs, Sec. & Treas. Clarence H. Polhemus.

DIRECTORS.—Amos Gibbs, Joseph Cross, Mark R. Sooy, Samuel H. Chambers, John D. Johnson, Robert S. Gaskill, Clarence H. Polhemus.

Date of information, Feb., 1900. z

MOUNT VERNON, N. Y.

Population in 1880, 4,586, in 1890, 10,830.

North Mount Vernon Railway Co—Chartered Apr. 20, 1892. Annual meeting in July. The franchise of this company is now owned by the New York, Westchester & Connecticut Traction Co. of New York, but the city authorities claim that the franchise has been forfeited, and the road is not now in operation.

GENERAL OFFICE, 15 Depot Place, Mt. Vernon, N. Y.

Date of information, Feb., 1900. x

MOUNT VERNON, O.

Population in 1880, 5,249, in 1890, 6,027, in 1896, (local estimates) 8,000.

Mount Vernon Electric Railway Co.—Municipal franchise granted 1894, for 25 years. This company owns and manages Lake Hiawatha Park, one of the finest summer and pleasure resorts in Ohio.

CAPITAL STOCK, authorized, $400,000, issued, $75,000, in treasury, $325,000.

FUNDED DEBT.—First mortgage 6 p. c. currency bonds, authorized, and issued, $30,000; coupon, but may be registered; int. payable at the Knox National Bank, of Mount Vernon; trustee of mortgage, J. M. Ewalt.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. rail; 8 cars, of which 4 are motor cars and 4 trail cars; 300 H. P. station plant; Gen. Elec. dynamos and motors, Barney & Smith cars.

OFFICERS.—Pres. & Gen. Man. P. B. Chase, Sec. & Treas. D. K. Bird, Supt. W. B. Wilkinson.

REFERENCE.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, May, 1899. c d z

NEW CORPORATION.

Central Ohio Electric Interurban Railway Co.—Chartered Sept. 20, 1894, to build electr c railways in central Ohio, through some of the richest farming and fruit districts in the state, also containing an abundance of building stone, etc. As soon as the company can place its bonds, it will begin constructing a line from Mount Vernon to Marion, a distance of 45 miles, with 3 miles of sidings and branches. This will be a passenger, mail, express and freight road. Annual meeting in Jan.

CAPITAL STOCK, authorized, $1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $1,000,000; due, Nov. 1, 1915; trustee of mortgage, Cleveland Trust Co., of Cleveland, O.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 48; gauge, 4 ft. 8½ in.; 60 lb. rail.

OFFICERS.—Pres. & Gen. Man. F. W. Jones, V. Pres. J. J. Henry, Sec. D. E. Sapp, Treas. G. A. Jones, Jr.

DIRECTORS.—G. A. Jones, G. A. Jones, Jr., F. W. Jones, J. J. Henry, D. E. Sapp.

GENERAL OFFICE, 28 Public Square, Mount Vernon, O.

Date of information, Jan., 1900. z

MUSCATINE, IA.

Population in 1880, 8,295, in 1890, 11,454, in 1899, (local estimates 18,000.

Muscatine Electric Railway Co.—Chartered Feb., 1893, for 25 years. This is a consolidation of the Muscatine Street Ry., the Muscatine Electric Light & Power Co., and the Home Electric Light & Power Co. It operates street railway, electric light and power, gas, and steam heating plants.

CAPITAL STOCK, issued, $300,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated Nov. 1, 1898, due 1913, but payable at the option of the company after 1908; int. payable at office of Manhattan Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	6 mos. ending Dec. 31, 1899.
Total receipts.....	$43,211	$51,378	$55,476	$58,617	$33.563
Oper. exp. (including all expenses except int.).....	30,331	37,523	39,635	39,762	28,377
Earnings from operation...	$12,880	$13,854	$15,841	$18,855	$5,186

STREET RAILWAY PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 48 lb. T rail; 12 cars, of which 6 are motor cars and 6 trail cars; Ide engines, Gen. Elec. dynamos and motors, American cars.

The company also owns 12 miles of gas main, 15 miles of electric light main, and furnishes both gas and electric light for streets, business houses and dwellings. Its steam heating plant furnishes heat for stores, hotels and residences.

OFFICERS.—Pres. L. W. Prior, (Cleveland, O.) V.-Pres. & Sec. H. W. Huttig, Treas., C. E. Denison (Boston), Supt. H. T. Fiske.

Date of information, Feb., 1900. x

MUSKEGON, MICH.

Population in 1880, 11,262, in 1890, 22,702.

Muskegon Street Railway Co.—Chartered Jan., 1897, as a reorganization of the Muskegon Ry. Co., whose property was sold on Jan. 5, 1897, under foreclosure of the second mortgage to the holders of the first mortgage bonds.

CAPITAL STOCK, authorized, $225,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 30 lb. and 38 lb. T and girder rail; 35 cars, of which 20 are motor cars and 15 trail cars; Short and West. dynamos and motors; Brill, St. Louis and Jackson & Sharp cars.

OFFICERS.—Pres. John L. Crosby, (Bangor, Me.); V. Pres. Weston Thompson (Brunswick, Me.); Sec. & Man. Dir. F. A. Nims, (Muskegon); Treas. Herbert Payson (Portland, Me.); Supt. F. W. Thompson, Ch. Engr. W. Gyles.

GENERAL OFFICE, Michigan and Franklin Sts.

REFERENCES.—Description of road, Vol. VI, Aug., '90, p. 384 (ill.); receivership, Vol. XI, Feb., '95, p. 124.

Date of information, Jan., 1900. z

NANTICOKE, PA.

Population, 1880, 3,884, in 1890, 10,044, in 1897 (local estimates), 15,000.

People's Street Railway Co.—Chartered Sept., 1892, to build a railway 10 miles long to connect Nanticoke, Glen Lynn and Wanamie.

CAPITAL STOCK, $100,000.

FUNDED DEBT, issued, $100,000.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.
Gross receipts.....	$12,469	$35,399	$20,569	$20,104
Operating expenses.....	5,814	10,186	10,551	11,998
Earnings from operation.....	6,655	25,213	10,018	8,106
Deductions from earnings.				
Interest.....	975	600	5,280	
Taxes.....	68	225	319	280
Other deductions.....	5,152	20,661	3,776	
Net income.....	460	3,727	643	7,826
Dividends paid.....				8,284
Total surplus.....		4,254	4,897	4,438

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road.....	$151,730	$151,730	$151,730	$151,730
" equipment.....	40,000	48,915	48,915	48,915
Cash.....	528	4,254	4,896	4,438
Material and supplies.....	376	1,360	1,627	1,952
Profit and loss (deficit).....	8,889			
Bonds unsold.....		12,000	12,000	
Other accounts.....		495	495	603
Total.....	$201,523	$218,754	$219,663	$207,638

Please note date of information at end of each report.

LIABILITIES.	1896.	1897.	1898.	1899.
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt	80,000	100,000	100,000	100,000
Interest	3,210	7,630	7,422	3,000
Loans and interest	11,965	6,870	6,870	
Accounts payable	6,348		474	200
Profit and loss (surplus)		4,254	4,897	4,438
Total	$201,523	$218,754	$219,663	$207,638

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 8 motor cars.

OFFICERS.—Pres. K. M. Smith, V. Pres. George T. Morgan, Sec. & Treas. R. H. Conover, Supt. Frank P. Gardner.

DIRECTORS.—Geo. T. Morgan, K. M. Smith, R. H. Conover, W. B. Ferguson, A. E. Pond.

GENERAL OFFICE, Nanticoke, Pa.

Date of information July, 1899. b

NASHUA, N. H.

Population in 1880, 13,397, in 1890, 19,311.

Nashua Street Railway.—Chartered Aug. 14, 1885. The capital stock of this company is now controlled by the Massachusetts Electric Companies, of Boston, Mass.

CAPITAL STOCK, authorized, $325,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $150,000; dated Apr. 1, 1891, due 1911, subject to call Apr. 1, 1901; denom. $500 and $1,000; int. payable Apr. and Oct.. at office of Nashua Trust Co., of Nashua, N. H., trustee of mortgage.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass	$26,301	$53,076	$60,500	$59,655	$61,834
" other sources	536	564	604	605	550
" total	26,840	53,640	61,104	60,260	62,384
Operating expenses	28,164	43,067	43,924	44,387	42,643
Earnings from operation.	*1,324	10,573	17,180	15,873	19,741
Deductions from earnings.					
Taxes	75	56	10,675	788	879
Interest on notes	2,065	97		1,468	1,861
Coupons on bonds	6,015	8,750		9,000	9,000
Other deductions	10,183	12,518		†4.716	
Net income	*19,662	*10,848	6,505	*99	8,001
To surplus account,	*19,662	*10,848			8,001
Total surplus account	*36,187	*47,034	*42,956	*43,055	*40,171

*Deficit.
†Depreciation account.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 2,522	$ 4,641	$ 5,320	$ 4,025	$ 4,765
Maintenance of way and buildings	542	1,670	1,840	2,734	2,979
Maintenance of equip	2,683	1,795	2,023	2,409	2,191
Transportation expenses.	22,417	34,961	34,741	35,219	32,708
Total	$28,164	$43,067	$43,924	$44,387	$42,643

STATISTICS OF TRAFFIC.

Year ending June 30.

	1895.	1896.	1897.	1898.	1899.
Passengers carried	546,013	954,333	1,222,955	1,213,225	1,260,060
Car miles run	174,200	400,353	462,459	464,276	445,982
Total rec. per car mile	$.154	$.134	$.132	$.130	$.139
Operating expenses per car mile	.162	.108	.0905	.093	.095

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction	$138,258	$294,422	$307,696	$306,055	$307,240
Equipment	39,348	60,714	61,543	61,620	61,620
Land and buildings	21,702	37,911	38,121	38,356	38,956
Cash and cash assets	5,206	8,374	2,894	2,852	7,967
Material and supplies		1,275	1,575	1,954	1,182
Other assets		2,528	4,923	2,853	
Profit and loss (deficit)	36,187	47,034	42,956	43,055	40,171
Total	$240,701	$452,257	$459,708	$456,745	$457,136

LIABILITIES.					
Capital stock	$ 23,100	$250,000	$250,000	$250,000	$250,000
Funded debt	100,000	150,000	150,000	150,000	150,000
Unfunded debt	*117,601	49,912	59,708	53,887	54,806
Accrued interest		2,345		2,504	2,330
Sinking fund				354	
Total	$240,701	$452,257	$459,708	$456,745	$457,136

*Borrowed in anticipation of new capital stock and bond issue and paid in July, 1895, when new issue was made.

PLANT AND EQUIPMENT.—Miles of track (electric), 14.42; gauge, 4 ft. 8½ in.; 56 lb. T and 84 lb. girder rail; 1 horse, 31 cars, of which 23 are motor cars and 8 trail cars, 25 other vehicles; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. John A. Fisher, Sec. John P. Goggin, Treas. J. H. Goodspeed. Gen. Man. Franklin Woodman, Supt. M. M. Mack, Asst. Supt. Thomas Lees, Elecn. Chas. F. Bancroft.

DIRECTORS.—John A. Fisher, Fred C. Anderson, J. P. Goggin, Nashua, N. H.; Jos. H. Goodspeed, Boston, Mass.; P. F. Sullivan, Lowell, Mass.

GENERAL OFFICE, 64 E. Pearl St., Nashua, N. H.

Date of information, Feb, 1900. b z

NASHVILLE, TENN.

Population in 1880, 43,350, in 1890, 76,168, in 1898 (local estimates), 100,000.

Nashville Railway.—This company is a consolidation in Jan., 1900, of the Nashville Street Railway Co., the Citizens Rapid Transit Co., and the Nashville and Suburban Railway Co. This company also owns the capital stock of the Cumberland Electric Light & Power Co., which owns valuable lighting contracts.

Capital Stock, authorized and issued, $6,500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $6,500,000, issued, $2,300,000; held in escrow, $2,549,000; held in treasury, $1,651,000 (see note); dated Feb. 1, 1900, due 1950; denom. $1,000; int. payable Feb. and Aug. at office of Baltimore Trust & Guarantee Co., Baltimore, trustee of mortgage.

Note.—$2,549,000 of this issue of bonds are held to retire prior liens of the constituent companies and $1,651,000 are held for future extensions or new properties to be issued only with trustee's consent.

Franchises.—Municipal franchises perpetual and exclusive on streets occupied.

Operation.—Figures here given are those of the Nashville Street R. R. Co. for years ending Apr. 30, prior to 1899 and of the combined properties including the lighting plant for the nine months preceding consolidation and ending Dec. 31, 1899.

	1896.	1897.	1898.	Dec. 31, 1899.
Total receipts	$322,566	$350,426	$493,185	$535,253
Operating expenses	182,761	183,205	234,360	271,722
Earnings from operation	139,805	167,221	258,825	263,531
Fixed charges				152,797
Net income				110,734

Plant and Equipment.—Miles of track (electric), 66.2; gauge, 5 ft.; 45 lb. to 80 lb. girder and T rail; 142 cars, of which 117 are motor cars and 25 trail cars; Phœnix I. W. engines, Gen. Elec. motors, Brill and Pullman cars; power from Cumberland Light & Power Co.

Officers.—Pres. T. E. Hambleton, Baltimore; V. Pres. T. J. Felder, Sec. & Treas. N. P. Yeatman. Supt. George Swint.

Executive Committee.—S. M. Murphy, Nathaniel Baxter, Jr., A. H. Robinson. T. J. Felder, J. C. Bradford, F. O. Watts, V. E. Schwab, S. J. Keith.

Directors.—F. S. Hambleton, T. E. Hambleton, S. M. Murphy, Jno. N. Steele, T. J. Felder, A. H. Robinson, L. D. Tyson, J. C. Bradford, F. O. Watts, N. Baxter, Jr., G. M. Fogg, S. J. Keith, V.E. Schwab, C. C. Howell, F. W. Child.

General Office, Transfer Station, Nashville.

References.—NASHVILLE STREET RAILWAY.—Description of road, Vol. X, Souv., '94, p. 57; increase of bonds, Vol. XI, Feb., '95, p. 124; UNITED ELECTRIC RAILWAY.—Receivership, Vol. X, Feb., '94, p. 145. annual report, Vol. X, Jan., '94, p. 78.

Date of information, Feb., 1900. x z

For map of road see page 160.

Citizens' Rapid Transit Co.—Chartered July 29, 1889. This company was consolidated Jan., 1900, with the Nashville Street R. R. Co. and the Nashville and Suburban R. R. Co., forming the Nashville Railway.

Date of information, Feb., 1900. x z

Nashville & Suburban Railway Co.—Chartered 1896, as the successor to the Nashville Traction Co., whose property was sold under foreclosure of mortgage in Mar., 1896. This company was consolidated Jan., 1900, with the Nashville Street R. R. Co. and the Citizens' Rapid Transit Co., forming the Nashville Railway.

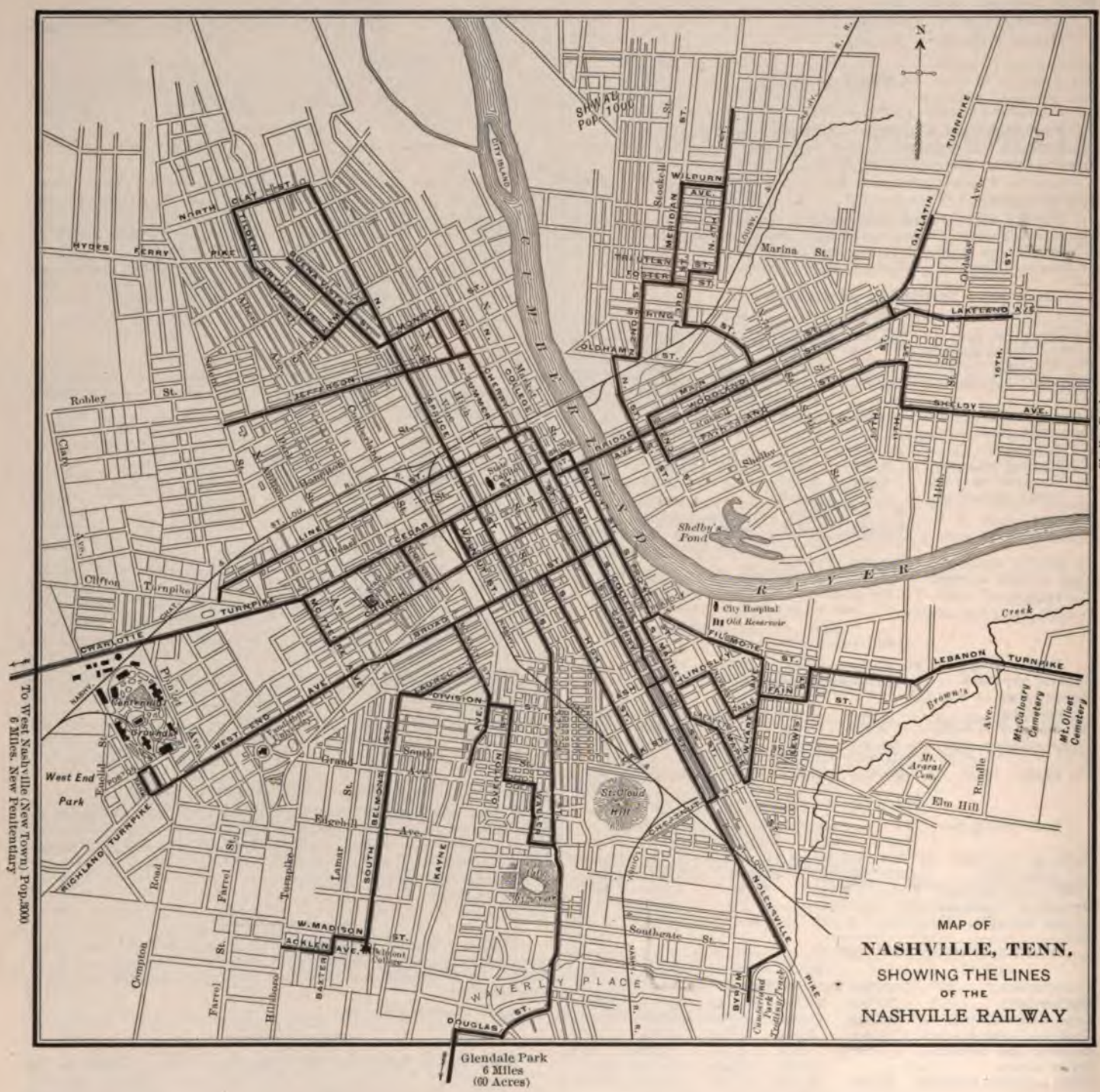
Date of information, Feb., 1900. x z

NATCHEZ, MISS.

Population in 1880, 7,058, in 1890, 10,102, in 1894 (loca. estimates), 13,000.

Natchez Street Railroad Co.—This property is owned by the Natchez Light, Power & Transit Co., and pending reorganization and electrical equipment is not now in operation.

Please note date of information at end of each report.


MAP OF
NASHVILLE, TENN.
SHOWING THE LINES
OF THE
NASHVILLE RAILWAY
N
Shelby Park
50 Acres
To West Nashville (New Town) Pop. 300
6 Miles. New Penitentiary
Glendale Park
6 Miles
(60 Acres)
CITY ISLAND
Shelby's Pond
RIVER
Marina St.
Turnpike
Creek
LEBANON TURNPIKE
CHARLOTTE TURNPIKE
WEST END AVE.
HIGHLAND TURNPIKE
NOLENSVILLE PIKE
Elm Hill
St. Cloud Hill
West End Park
Centennial Park
Mt. Olivet Cemetery
Mt. Ararat Cem.
Glendale Park
6 Miles
(60 Acres)

CAPITAL STOCK, authorized, $100,000, issued, $25,000; par value, $100 per share.

FUNDED DEBT, authorized, $100,000, issued, none.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 35 lb. to 52 lb. girder, flat and T rail; 20 horses, 4 horse cars.

OFFICERS.—Pres. Pur. Agt. & Supt. Maurice Moses, Sec. & Treas. A. Moses.

GENERAL OFFICE, Natchez Savings Bank Bldg., corner Main and Pearl Sts.

Date of information, Jan., 1900. z

Natchez Light, Power & Transit Co.—Incorporated July, 1898. This company owns the property and franchises of the Natchez Street R. R. Co. not now in operation, and has exclusive arc lighting contracts for 10 years with the city; also large incandescent lighting interests.

OFFICER.—Pres. Maurice Moses.

GENERAL OFFICE, Natchez Savings Bank Bldg., Natchez, Miss.

Date of information, May, 1899. c

Bluff City Railway Co.—This company operates a freight road only, transferring freight from the river edge to various railroads at top of hill.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track, 2, of which 800 ft. is double track incline plane; gauge, 6 ft. 2 in. on incline, 3 ft. 6 in. remainder; 5 horses, 24 cars; 4 engines.

OFFICERS.—Pres. S. E. Rumble, V. Pres. R. F. Learned, Sec. & Treas. Theo. V. Wensel, Gen. Man. & Supt. J. C. Monteith.

GENERAL OFFICE, Main and Broadway, Natchez, Miss.

Date of information, Feb., 1899. z

NATICK, MASS.

Population in 1880, 8,479, in 1890, 9,118.

South Middlesex Street Railway Co.—This company operates lines extending from South Natick to Natick, South Framingham, Ashland and Hopkinton.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $100,000; due 1915.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$41,995	$51,009	$52,074	$57,119	$60,252
Operating expenses	29.465	34,548	31,040	36,033	39,479
Earnings from operation	12,530	16,460	21,034	21,086	20,773
Deductions from earnings...					
Interest	5,788	8,198	8,030	7,572	7,462
Taxes	1,234	1,673	1,643	1,699	2,121
Other deductions	500	325			
Net income	5,008	6,264	11,361	11,815	11,190
Dividends paid	2,500	4,000	5,500	6,000	6,000
To surplus account	2,508	2,264	5,861	5,815	5,190
Total surplus account	5,639	2,221	5 027	9,361	14,383

*Deficit.

DIVIDENDS.—In 1893, 3 p. c.; in 1894, 10.5 p. c. on $60,000; in 1895, 2½ p. c.; in 1896, 4 p. c.; in 1897, 5½ p. c.; in 1898–9, 6 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$ 6,614	$ 6,227	$ 7,162	$ 8,278
Transportation expenses	21,758	19,554	21,718	21,676
Main. of way and bldgs.	3,827	3,184	4,307	6,036
" " equipment	2,349	2,075	2,846	3,489
Total	$34,548	$31,040	$36,033	$39,479

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	1,016,782	1,034,399	1 134,670	1,195,879
Car miles run	249,277	254,122	269,181	279.898
Gross receipts per car mile	$.205	$.205	$.212	$.215
Op. expenses per car mile	.138	.122	.133	.130

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$141,950	$141,976	$142,036	$142,137
" equipment	55,261	52,808	56,928	59,400
Other permanent investments	52,685	56,036	59,036	66,411
Cash and current assets	2,834	3,937	2,204	4,291
Other assets	3,508	2,666	2,169	1,983
Total	$256,239	$257,424	$262,373	$274,222

LIABILITIES.	1896.	1897.	1898.	1899.
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000	100,000
Floating debt	51,368	50,026	51,054	57,410
Accrued liabilities	2,650	2,371	1,958	2,429
Profit and loss (surplus)	2,221	5,027	9,361	14,383
Total	$256,239	$257,424	$262,373	$274,222

PLANT AND EQUIPMENT.—Miles of track (electric) 13.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 19 motor cars; Gen. Elec. and Short dynamos and motors, Newburyport, Jackson & Sharp, Massachusetts and Briggs cars.

OFFICERS.—Pres. W. B. Ferguson, Sec. & Treas. J. J. Valentine, Supt. J. W. Sullivan.

DIRECTORS.—W. B. Ferguson, J. J. Valentine, G. A. Bridges, F. Bigelow, S. A. Sweetland, H. H. Whitney, J. M. Fiske.

GENERAL OFFICE, South Framingham, Mass.

Date of information, Oct., 1899. b

Natick & Cochituate Street Railway Co.—Chartered May, 1885. Annual meeting second Monday in May.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$20,292	$28,040	$45,739	$55.490	$64,371
Operating expenses	12,961	29,784	36,381	46,929	50,608
Earnings from oper.	7,331	8,256	9,358	8,561	13,763
Deductions from earn.	721	702			
Int. on floating debt.			64	629	1,876
Taxes			1,619	1,659	2,371
Net income	6,609	7,554	7,675	6,273	9,516
Dividends paid	2,933	5,000	6,000	6,000	8,000
To surplus account	3,676	2,554	1,675	274	1,516
Total surplus account	5,358	7,762	9,437	9,711	11,226

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$ 3,198	$ 3,299	$ 4,766	$ 5,276
Transportation expenses	16,152	17,060	25,667	25,345
Maintenance of way and buildings.	4,335	7,220	7,174	7,432
" " equipment	6,098	8,801	9,322	12,555
Total	$29,784	$36,381	$46,929	$50,608

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	754,408	908,362	1,089,877	1,287,893
Car miles run	189,767	208,461	257,772	297,710
Gross receipts per car mile	$.200	$.219	$.215	$.216
Oper. expenses per car mile	.157	.175	.182	.170

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$ 69,743	$ 69,743	$ 86,443	$ 86,443	$136,243
" equipment	26,666	26,666	29,966	29,966	29,966
Other perm. invest.	9,220	9,220	9,220	9,690	9,690
Cash and current assets	769	3,633	3,808	763	1,184
Total	$106,398	$109,262	$129,437	$126,862	$177,083

LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Floating debt	1,040	1,500	20,000	17,151	65,857
Profit and loss (sur.)	5,358	7,762	9,437	9,711	11,226
Total	$106,398	$109,262	$129,437	$126,862	$177,083

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 58 lb. T rail; 21 motor cars; West. dynamos and motors, Jones cars.

OFFICERS.—Pres. H. Harwood, Clerk F. H. Hayes, Treas. R. W. Harwood, Supt. Frank P. Quackenbush.

DIRECTORS.—H. Harwood, S. W. Holmes, C. A. Pooke, F. H. Hayes, Robt. W. Harwood, O. A. Felch, Natick, Mass.

GENERAL OFFICE, Natick, Mass.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23; operating detail, Vol. XIV., Sept., '98, p. 484; operating detail, Vol. XIV., Sept., 98, p. 489; cost of electric power generation, Vol. XIV., Sept., '98, p. 492.

Date of information, Feb., 1900. b z

Please note date of information at end of each report.

NEBRASKA CITY, NEB.

Population in 1880, 4,183, in 1890, 11,494, in 1895 (local estimates), 15,000.

Nebraska City Street Railway Co.—Chartered June, 1888, for 99 years.

CAPITAL STOCK, authorized, $50,000, issued, $17,500.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 7; gauge, 4 ft. 8½ in.; 20 lb. to 45 lb. T and girder rail; 22 horses, 7 horse cars. The company is operating but 4 miles of track at present with 4 cars and 14 horses. It is the company's intention to make an early change to electric power.

OFFICERS.—Pres. & Gen. Man. H. H. Bartling, V. Pres. J. J. Teten, Sec. J. C. Watson, Treas. F. W. Rodenbrock.

DIRECTORS.—H. H. Bartling, J. J. Teten, F. W. Rodenbrock, J. C. Watson, Pat Roddy, Wm. Schminke, M. E. Duff.

Date of information, Feb., 1899. z

NEENAH, WIS.

Population in 1880, 4,202, in 1890, 5,076.

Menasha & Neenah Street Railway Co.—Chartered 1885. This road was purchased on July 1, 1897, by the Dagnon Improvement Co.. of Cleveland, O., and motive power changed from horse to electric.

CAPITAL STOCK, $25,000; par value, $50 per share.

FUNDED DEBT.—First mortgage bonds, $25,000; dated Nov. 1, 1886, due 1896; denom. $15 and $500; int. payable May and Nov., at office of the Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 35 lb. tram rail; 10 horses, 2 horse cars.

OFFICERS.—Unknown.

Date of information, Mar., 1899. x

NEGAUNEE, MICH.

Population of Negaunee and Ishpeming in 1880, 9,970, in 1890, 17,275.

Negaunee & Ishpeming Street Railway & Electric Co.—This is a consolidation of the Negaunee & Ishpeming Street R. R. Co., the Negaunee Electric Light Co. and the Ishpeming Gas & Electric Co.

CAPITAL STOCK, authorized, $150,000, issued, $142,000; par value, $25 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 35 lb. T rail; 6 motor cars; West. and Ideal engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

OFFICERS.—Pres. S. S. Mitchell, V. Pres. F. Braastad, Sec. Treas. & Gen. Man. A. B. Miner, Supt. Pur. Agt. & Elecn. H. F. Pearce.

GENERAL OFFICE, Ishpeming, Mich.

Date of information, Jan., 1900. z

NELSON, B. C.

Population in 1899, 8,000.

Nelson Electric Tramway Co.—This road was placed in operation Nov. 30, 1899, for three miles and expects to construct two miles additional soon.

CAPITAL STOCK, authorized, $250,000, issued, $200,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars, Canada Gen. Elec. 300 K. W. generator and 35 H. P. motors; Duplex cars; McGuire trucks.

OFFICERS.—Pres. F. W. Peters, V. Pres. T. J. Duncan, Sec. & Treas. T. C. Duncan, Ch. Engr. C. H. Hall, Elecn. L. A. Campbell.

GENERAL OFFICE. Josephine and Vernon Sts., Nelson, B. C.

NEW ALBANY, IND.

Population in 1880, 16,423, in 1890, 21,059.

New Albany Railway Co.—This is a successor to the New Albany Street R. R. Co. In Mar., 1894, John MacLeod was made receiver on a declaration of insolvency, the company having defaulted on the interest of its bonds. The receiver is now Louis Hartman who is operating the property.

CAPITAL STOCK, $30,000.

FUNDED DEBT.—Receiver's certificates, $30,000.

First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $50,000; dated Jan. 1, 1893, due 1913; int. payable Jan. and July, at office of Columbia Finance & Trust Co., of Louisville, Ky., trustee of mortgage.

New Albany Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $150,000; dated July 1, 1888, due 1913; int. payable Jan. and July, at office of Louisville Trust Co., of Louisville, Ky., trustee of mortgage.

NOTE.—No interest on the mortgage indebtedness has been paid since Jan., 1894.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 52 lb. T rail; 29 cars, of which 13 are motor cars and 16 trail cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Receiver Louis Hartman, New Albany, Ind.; Sec. & Supt. Geo. MacLeod.

GENERAL OFFICE, 3d and Main Sts., Louisville, Ky.

Date of information, Feb., 1900. x

Highland Railroad Co.—Chartered Nov. 9, 1895, as a reorganization of the New Albany Highland R. R. Co., whose property was sold in July, 1895, under foreclosure of mortgage.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—First mortgage 5 p. c. gold income bonds, authorized, $75 000, issued, $56,000, in treasury, $19,000; dated Jan. 1, 1896, due 1921; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; 6 cars, of which 3 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Henry Terstegge, V. Pres. John Shrader, Sec. & Treas. F. H. Gohmann.

DIRECTORS.—Henry Terstegge, John Shrader, Jacob Zinsmeister, Chas. Schwartzel, John A. Everback.

GENERAL OFFICE, New Albany, Ind.

Date of information, Jan , 1900. z

NEWARK, O.

Population in 1880, 9,600, in 1890, 14,369.

Newark Consolidated Electric Railway Co.—At the special request of this company no financial statement is published.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 30 lb. to 60 lb. T and girder rail; 22 cars, of which 10 are motor cars and 12 trail cars; Hamilton and Russell & Taylor engines, Gen. Elec. dynamos and motors, Gilbert and Lamokin cars.

OFFICERS.—Receiver J. F. Lingafelter, Pres. W. E. Miller, V. Pres. J. A. Flory, Sec. C. W. Miller, Supt. H. R. Scheidler.

GENERAL OFFICE, Newark, O.

Date of information, May, 1899. c d

NEW BEDFORD, MASS.

Population in 1880, 26,845, in 1890, 40,733, in 1895, 55,000.

Union Street Railway Co.—Chartered Mar. 18, 1887. Annual meeting first Thursday in Nov.

CAPITAL STOCK, authorized and issued, $450,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. gold bonds, authorized and issued, $350,000; dated Jan. 2, 1894, due 1914; int. payable Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from pass....	$178,175	$205,596	$202,409	$187,728	$205,812
" other sources.	18,305	18,548	18,216	18,410	18,656
" total.....	196,480	224,144	220,626	206,138	224,468
Operating expenses.	127,113	137,649	149,596	131,929	130,398
Earn. from oper'n..	69,367	86,496	71,030	74,209	94,070
Deductions from earnings.					
Interest.....	13,917	25,699	24,292	22,227	23,609
Taxes	4,894	4,736	6,676	7,299	14,627
Other deduct's.	13,453	100	148		7,295
Net income.....	37,102	55,960	39,914	44,683	48,539
Dividends paid.....	10,400	28,000	37,000	27,000	36,000
To surplus account..	26,702	27,960	2,914	17,683	*12,539
Total surplus acct..	69,911	77,436	77,650	50,000	50,000

DIVIDENDS.—In 1892, 5 p. c.; in 1893, 7 p. c.; in 1894, 6 p. c.; in 1895, 4 p. c.; in 1896, 8 p. c.; in 1897, 8 p. c. on $350,000 and 2 p. c. on $450,000; in 1898, 6 p. c.; in 1899, 8 p. c.

*Debited to profit and loss during year.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses.....	$ 27,158	$ 25,051	$ 23,274	$ 21,322
Transportation expenses	96,827	102,006	91,839	88,479
Maintenance of way and bldg.	6,467	9,867	7,152	8,735
" " equipment....	7,197	12,671	9,664	11,862
Total.....	$137,649	$149,596	$131,929	$130,398

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	5,092,087	4,062,282	*3,776,878	4,202,903
Car miles run	747,915	769,093	799,738	969,911
Total receipts per car mile	$.300	$.287	$.257	$.231
Operating exp. per car mile.	.184	.195	.164	.134

*Revenue passengers.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$483,494	$528,610	$518,448	$535,948	$529,713
" equipment	198,131	195,186	186,556	174,301	180,486
Other permanent invest.	201,023	197,900	237,992	245,819	274,484
Cash and current assets	6,146	21,875	12,230	16,610	24,814
Other assets	2,496	3,000	2,130	431	
Total	891,290	946,571	957,356	973,109	1,009,497
LIABILITIES.					
Capital stock	$350,000	$350,000	$450,000	$450,000	$450,000
Funded debt	350,000	350,000	350,000	350,000	350,000
Other liabilities	121,379	169,135	79,705	123,109	159,497
Profit and loss (surp's)	69,911	77,436	77,650	50,000	50,000
Total	$891,290	$946,571	$957,356	$973,109	$1,009,497

PLANT AND EQUIPMENT.—Miles of track (electric), 23.70; gauge 4 ft. 8½ in.; 60 lb. to 98 lb. girder and T rail; 6 horses, 87 cars, of which 3 are horse cars and 84 electric cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Treas. Henry H. Crapo, V. Pres. Thos. B. Tripp, Sec. Clarence A. Cook, Gen. Supt. E. E. Potter.

DIRECTORS.—Henry H. Crapo, Edward S. Brown, Clarence A. Cook, T. B. Tripp, Lot B. Bates, Frank W. Brightman, C. H. Lawton, New Bedford; Walter P. Winsor, Fairhaven, Mass.; S. H. Wagner, New Haven, Conn.

GENERAL OFFICE, 7 Purchase St., New Bedford.

REFERENCES.—Increase of stock and bonds, Vol. X, Jan., '94, p. 78; Vol. X, Feb. '94, p. 146; annual report, Vol. X, Jan., '94, p. 78.

Date of information, Feb., 1900. b z

Dartmouth & Westport Street Railway Co.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued $90,000; coupon, but may be registered; dated Apr. 1, 1895, due 1915; denom. $1,000; int. payable Apr. and Oct., at office of International Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.
Receipts from passengers	$107,087	$97,276	$95,579	$96,618
" other sources	4,055	5,649	1,335	1,448
" total	111,142	102,925	96,914	98,066
Operating expenses	86,971	74,788	68,052	67,929
Earnings from operation	24,171	28,137	28,862	30,137
Deductions from earnings.				
Interest	4,512	4,500	4,500	4,500
Taxes	2,331	2,343	2,424	4,941
Special charges	1,200	1,200	6,200	7,264
Other deductions		6,041	1,981	1,681
Net income	16,128	14,053	13,757	11,751
Dividends paid	14,250	12,000	12,000	12,000
To surplus account	1,878	2,053	1,757	*248
Total surplus account	15,299	17,352	19,108	19,924
Per cent dividends paid	9.5	8	8	8
Stock receiving dividend	150,000	150,000	150,000	150,000

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$19,078	$ 9,537	$ 9,098	$ 9,328
Transportation expenses	58,339	56,201	52,341	51,565
Maintenance of way and buildings.	5,199	4,499	2,797	4,452
" " equipment	4,355	4,551	3,843	2,584
Total	$86,971	$74,788	$68,052	$67,929

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	684,654	614,114	*551,674	559,004
Miles run	351,740	338,938	337,232	309,078
Receipts per car mile	$.31¢	$.304	$.287	$.317
Operating expenses per car mile.	.247	.221	.201	.220

*Revenue passengers.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$167,905	$167,905	$167,905	$167,905
" equipment	68,027	68,027	68,027	64,865
Other permanent property	11,560	11,560	11,560	11,460
Cash and current assets	16,773	17,543	23,161	34,875
Total	$264,265	$265,034	$270,653	$279,105
LIABILITIES.				
Capital stock	$150,000	$150,000	$150,000	$150,000
Funded debt	90,000	90,000	90,000	90,000
Current liabilities		4,082	1,745	2,117
Accounts payable		6,566		
Special funds	2,400	3,600	9,800	17,064
Profit and loss (surplus)	15,299	17,352	19,108	19,924
Total	$264,265	$265,034	$270,653	$279,105

PLANT AND EQUIPMENT.—Miles of track (electric), 19.97; owned, 9.84, leased, 4.43; gauge, 4 ft. 8½ in.; 70 lb. T rail; 21 motor cars; Gen. Elec. dynamos and motors, Jackson & Sharp, Stephenson and Jones cars.

OFFICERS.—Pres. & Treas. Henry H. Crapo, New Bedford; V. Pres. F. W. Brightman, Sec. R. S. Goff, Fall River; Supt. E. E. Potter.

DIRECTORS.—F. W. Brightman, B. D. Davol, O. Prescott, Jr., E. S. Brown, R. S. Goff, Chas. E. Cook, W. L. Winslow, H. H. Crapo.

GENERAL OFFICE, 7 Purchase St., New Bedford, Mass.

REFERENCES.—Description of car, Vol. X, Sept., '94, p. 584 (ill.); pleasure park, Vol. XIII, May, '97, p. 291.

Date of information, Feb., 1900. b z

Fall River & Brockton Air Line Railway Co.—This company was organized to construct an electric railway from New Bedford to Fall River, and surveys for the line are being made.

CAPITAL STOCK, authorized, $150,000; par value, $100 per share.

FUNDED DEBT.—None.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 20 motor cars.

OFFICERS.—Sec. Geo. R. Phillips, Gen. Man. A. P. Smith.

GENERAL OFFICE, New Bedford, Mass.

Date of information, Nov., 1899. d

NEW BRITAIN, CONN.

Population in 1880, 11,800, in 1890, 19,010.

Connecticut Lighting & Power Co.—This company is the successor to the Central Railway & Electric Co., which was a consolidation of the New Britain Tramway Co. and the New Britain Electric Light Co., and also owns and operates as the Waterbury division of the Connecticut Lighting & Power Co. the property which, previous to June, 1899, was owned by the Waterbury Traction Co.

CAPITAL STOCK, of the Central Ry. & Electric Co., authorized, $1,000,000, issued, $600,000; par value, $25 per share.

FUNDED DEBT of the Central Ry. & Electric Co.—First mortgage 5 p. c. bonds, authorized, $750,000; issued, $600,000; coupon, but may be registered; dated Dec., 1893, due 1923; int. payable June and Dec., at New Britain National Bank; trustee of mortgage, Old Colony Trust Co., Boston, Mass.

Eight year funded 5 p. c. notes, $80,000; dated 1898, due 1906; int. payable Apr. and Oct. at office of American Loan & Trust Co., Boston, Mass.

OPERATION.—Year ending

	Sept. 30,			June 30,
	1895.†	1896.*	1897.†	1898.†	1899.†
Receipts from pass	$64,560	$82,444	$87,960	$92,708	$87,124
" other sources	51,281	3,645	66,057	71,735	69,117
" total	115,841	86,089	154,017	164,443	156,241
Operating expenses	87,373	60,460	104,084	107,339	104,670
Earnings from oper.	28,468	25,629	49,933	57,104	51,571
Deductions from earnings.					
Taxes			6,731	8,068	7,649
Interest			26,650	29,381	34,000
Net income			16,552	19,655	9,922

STATISTICS OF TRAFFIC.

Year ending	Sept. 30,			June 30,
	1896.	1897.	1898.	1899.
Passengers carried	2,600,458	2,071,339	2,181,017	2,078,275
Car miles run	401,284	383,871	475,920	450,219

* Not including electric light plant.
† Including electric light plant.

Please note date of information at end of each report.

BALANCE SHEET (including railway and light plant).—Dated

ASSETS.	Sept. 30, 1896.	Sept. 30, 1897.	Sept. 30, 1898.	June 30, 1899.
Cost of road	$1,054,996	$1,150,998	$1,171,356	$1,186,591
" equipment	72,543	121,605	144,146	150,540
Material on hand	4,722	3,852	2,153	1,153
Accounts receivable	28,192	21,963	7,564	7,542
Miscellaneous assets	16,506	3,535	17,106	7,408
Cash on hand	8,850	870	13,316	1,530
Total	$1,185,809	$1,302,823	$1,355,641	$1,354,764
LIABILITIES.				
Capital stock	$ 600,000	$ 600,000	$ 600,000	$ 600,000
Funded debt	533,000	533,000	600,000	680,000
Coupon notes, 8 years			80,000	
Bills payable	19,000	119,471	2,608	10,000
Accounts payable		9,198	3,982	8,478
Taxes	5,113	4,520	6,265	6,180
Interest	8,883	8,883	10,000	3,500
Other liabilities	7,673		7,000	
Profit and loss (surplus)	12,140	27,749	45,786	46,606
Total	$1,185,809	$1,302,823	$1,355,641	$1,354,764

PLANT AND EQUIPMENT.—Miles of track (electric), 18.62; gauge, 4 ft. 8½ in.; 35 lb. to 67 lb. T rail; 36 motor cars; Allis and Harrisburg engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. R. A. C. Smith, Sec. H. G. Runkle, Treas. A. M. Young, Gen. Man. & Supt. J. E. Sewell.

DIRECTORS.—R. A. C. Smith, Wm. F. Sheehan, H. G. Runkle, 100 Broadway, N. Y. C.; A. M. Young, Brantford, Conn.; P. H. Hampson, Brooklyn, N. Y.

Date of information, Dec., 1899. b

NEW BRUNSWICK, N. J.

Population in 1880, 17,166, in 1890, 18,603.

Somerset & Middlesex Traction Co.—This company is a consolidation on Mar. 1, 1900, of the Brunswick Traction Co., the New Brunswick City Ry. Co. and the New York & Philadelphia Traction Co. (reports of which immediately follow).

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; dated Mar., 1900; Fidelity Trust Co. of New York City, trustee of mortgage.

Date of information, Mar., 1900. x

Brunswick Traction Co.—Chartered May 23, 1895. This company owns and operates the property of the New Brunswick City Ry. Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—$500,000.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.
Gross receipts	$5,786	$38 513	$33,656	$51,842
Operating expenses	3,071	20,196	21,707	51.019
Earnings from operation	2,715	18,317	11,994	823

PLANT AND EQUIPMENT.—Miles of track (electric), 32.87.

OFFICERS.—Pres. Gottfried Krueger, V. Pres. John Radel, Sec. & Treas. Edw. H. Radel.

DIRECTORS.—Gottfried Krueger, John Radel, Edw. H. Radel, Andrew Radel, Newark, N. J.

GENERAL OFFICE, George St., New Brunswick, N. J.

REFERENCE.—Description of parlor car, Vol. XV., May, '99, p. 325 (ill.),

Date of information, Jan., 1899. b x

New Brunswick City Railway Co.—Chartered 1868, for 50 years. This property is controlled by the Brunswick Traction Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—$25,000.

OPERATION.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.	1897.	1898.
Gross receipts	$14,544	$12.717	$16,334	$23,745	$23,993	$34,561
Operating exp	14,501	14,850	16,042	26,928	28,943	34,012
Net income	43	*2,133	292	*3,184	*4,950	549

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 56 lb. and 70 lb. T rail; 30 motor cars; 600 H. P. station plant; West. dynamos and motors, Stephenson cars, Brill trucks.

OFFICERS.—Pres. Gottfried Krueger, V. Pres. John Radel, Sec. & Treas. Edw. H. Radel.

DIRECTORS.—Gottfried Krueger, John Radel, Andrew Radel, Edw. H. Radel.

GENERAL OFFICE, George St.

Date of information, Jan., 1899. b x

The New York & Philadelphia Traction Co.—Chartered July 12, 1894, for 100 years. Annual meeting second Wednesday in Jan. This company has built about 6 miles of track, which it is stated is now owned and operated in the interest of the Brunswick Traction Co., New Brunswick, N. J.

CAPITAL STOCK, authorized, $10,000,000, issued, $25,000.

FUNDED DEBT.—None yet issued.

OPERATION.—Year ending Dec. 31, 1898.

Gross receipts	$2,135
Operating expenses	1,323
Earnings from operation	812

PLANT AND EQUIPMENT.—Miles of track (electric) 6.

OFFICERS.—Pres. Gottfried Krueger, V. Pres. John Blair MacAfee, Sec. & Treas. Edw. H. Radel.

GENERAL OFFICE, New Brunswick, N. J,

Date of information, Feb., 1899. b x

NEWBURGH, N. Y.

Population in 1880, 18,049, in 1890, 23,087, in 1896, 26,500.

Newburgh Electric Railway Co.—Chartered Feb., 1894, to take over the property and franchises of the Newburgh Street Ry. Co., which was sold under foreclosure of mortgage on Feb. 13. Annual meeting second Wednesday in Mar. This company owns and operates the property of the Newburgh & Orange Lake R. R. Co. and the Walden & Orange Lake R. R. Co.

CAPITAL STOCK, $150,000; par value, $100 per share.

FUNDED DEBT, total authorized, $565,000, total issued, $550,000, as follows:

First mortgage 6 p. c. gold bonds, authorized and issued, $250,000; dated May 1, 1894, due 1944; denom. $500; int. payable May and Nov., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $75,000; dated Sept. 15, 1897, due 1947; int. payable Feb. and Aug., at office of Hamilton Trust Co., of Brooklyn, N. Y.

Debenture bonds, authorized $25,000, issued, $10,000; dated June 28, 1897, due 1907; int. payable Mar. and Sept.

Certificates of indebtedness, authorized and issued, $40,000; int. payable Jan. and July.

N. & O. L. R. R. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $75,000; dated July 1, 1894, due 1944; int. payable Jan. and July.

W. & O. L. R. R. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $100,000; dated Apr. 20, 1895, due 1945; int. payable June and Dec.

OPERATION.—Year ending June 30,	1898.	1899.
Receipts from passengers	$72,459	$75,614
" other sources	11,418	11,351
" total	83,877	86,965
Operating expenses	49,214	49,459
Earnings from operation	$34,663	$37,506
Deductions from earnings.		
Interest	34,099	33,311
Taxes	2,500	3,300
Net income	*1,936	895
" June 30, 1897	*9,879	
" Total amount charged off	87,358	250
Charged for depreciation and adjustment	105,747	
Total	204,920	
Credit stock of N. & O. L. R. R. Co.	100,000	
" " " W. & O. L. R. R. Co.	100,000	
Net deficit	4,920	4,275

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.
General expenses	$11,195	$9,443
Transportation expenses	28,498	27,350
Maintenance of way and buildings	2,332	5,813
" " equipment	7,189	6,853
Total	$49,214	$49,459

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.
Revenue passengers carried	1,278,890	1,236,533
Transfer " "		120,707
Car miles run	373,727	373,583
Total receipts per car mile	$.224	$.232
Operating expenses per car mile	.131	.132

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road and equipment	$726,408	$726,408
Cash	178	348
Bills and accounts receivable	3,237	3,374
Other assets	728	455
Profit and loss (deficit)	4,920	4,275
Total	$735,471	$744,860
LIABILITIES.		
Capital stock	$150,000	$150,000
Funded debt	550,000	550,000
Accrued interest	17,775	5,075
Loans	12,750	20,250
Bills and accounts payable	2,287	9,535
Other liabilities	2,659	
Total	$735,471	$734,860

PLANT AND EQUIPMENT.—Miles of track (electric), 16.21; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. steel rail; 37 cars, of which 22 are motor cars, 9 trail cars and 6 freight cars; Dixon engines, West. dynamos and motors, Jackson & Sharp and Brill cars.

OFFICERS.—Pres. S. B. Dutcher, V. Pres., Treas. & Pur. Agt. Wm. H. Pouch, Sec. A. B. Pouch, Elecn. E. J. Irwin, Ch. Engr. of Power Station W. Brown.

DIRECTORS.—Silas B. Dutcher, Alden S. Swan, Charles N. Finch, John Moll, J. J. Crittenden, A. B. Pouch, Wm. H. Pouch, Fred'k H. Pouch.

GENERAL OFFICE, 244 Broadway, Newburgh.

REFERENCES.—Description of road, Vol. XII, Feb. '96, p. 89 (ill.); freight transportation, Vol. XIII, June '97, p. 348

Date of information, Feb., 1900. b z

NEWBURYPORT, MASS.

Citizens' Electric Street Railway Co.—This company purchased the property and franchises of the Newburyport & Amesbury Horse Ry. Co., chartered May 23, 1871, at receivers' sale on May 4, 1899, and is now reconstructing and re-equipping the property.

CAPITAL STOCK, authorized and issued, $190,000; par value, $100 per share.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	Period May 4, Sept. 30, 1899.
Receipts from passengers	$66,305	$58,776	$56,983	$27,704
" other sources	1,309	2,121	2,909	406
" total	67,614	60,897	59,892	28,110
Operating expenses	41,168	41,811	54,929	12,688
Earnings from operation	26,446	19,086	4,963	15,422
Deductions from earnings.				
Int. on bonds	17,900	17,900	9,150	
" floating debt	6,354	5,944	6,537	1,690
Taxes	1,324	1,279	793	953
Net income	868	*6,038	*11,517	12,779
Total surplus account	10,124	*3,913	*15,430	12,779
Per cent oper'g exp. to total receipts	60.3	68.7	91.7	

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	May 4 to Sept. 30, 1899.
General expenses	$ 9,286	$ 7,811	$ 6,930	$ 9,224	$ 1,927
Transportation expenses	26,745	27,365	27,759	27,658	8,766
Main. of way and bldgs.	2,691	1,906	3,715	11,158	786
" " equipment	4,323	4,087	3 407	6,889	1,209
Total	$43,046	$41,168	$41,811	$54,929	$12,688

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	May 4 to Sept. 30, 1899.
Pass. carried	1,364,128	1,367,851	1,175,517	1,139,652	583,282
Car miles run	331,508	342,232	296,788	326,056	113,630
Total receipts per car mile	$.206	$.197	$.206	$.187	$.247
Oper.exps.p.c.m.	.130	.120	.141	.171	.112

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	May 4 to Sept. 30, 1899.
Cost of road	$317,959	$324,610	$330,908	$332,372	$255,143
" equipment	45,457	160,153	170,790	171.400	
Land and buildings	159,673	45,644	45,644	44.744	
Cash and current assets	8,284	7,806	9,692	12,536	51,073
Other assets	12,163	14,923	14,759	8,808	
Profit and loss (deficit).			3,913	15,430	
Total	$543,536	$553,136	$575,706	$585,290	$306,216

LIABILITIES.	1895.	1896.	1897.	1898.	1899.
Capital stock	$ 80,000	$ 80,000	$ 80.000	$ 80,000	$190,000
Funded debt	350,000	350,000	358,000	358,000	
Bills payable	104,280	113,012			
Currrent liabilities			137,706	147,290	103,437
Profit and loss (surplus)	9,256	10,124			12,779
Total	$543,536	$553,136	$575,706	$585,290	$306,216

PLANT AND EQUIPMENT.—Miles of track (electric), 18.25; gauge, 4 ft. 8½ in.; 35 lb. and 40 lb. T and flat rail; 27 motor cars; McI. & S. engines, Gen. Elec. dynamos and motors, Jones and Newburyport cars.

OFFICERS.—Pres. Wm. M. Butler, V. Pres. Jno. H. Cunningham, Sec. & Treas. G. A. Butman, Supt. & Pur. Agt. Chas. C. Benson, Ch. Engr. & Ch Engr. of Power Station, O. W. Morrison, Elecn. A. G. Dickerman.

DIRECTORS.—Wm. M. Butler, J. H. Cunningham, A. B. Bruce, E. R. McPherson, H. F. Eldridge, A. D. Bosson, A. C. Titcomb, G. A. Butman, Edwd. P. Shaw, Jr.

GENERAL OFFICE, 32 Market Sq., Newburyport, Mass.

REFERENCES.—Description of road, Vol. VI, Jan., '90, p. 40. NEWBURYPORT & AMESBURY ELECTRIC RY. CO.—Annual report, Vol. IX, '93, p. 65.

Date of information, Dec., 1899. b

Plum Island Electric Street Railway Co.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT, $33,000.

OPERATION.—Year ending Sept. 30,

	1898.	1899.
Receipts from passengers	$11,678	$12,148
" other sources	57	868
" total	11,735	13,016
Operating expenses	7,315	5,987
Earnings from operation	4,420	7,029
Deductions from earnings.		
Interest	364	1,019
Taxes	205	475
Other deductions		2,951
Net income	3,851	2,584
Total surplus	3,851	5,205

OPERATING EXPENSES.

Year ending Sept. 30,	1898.	1899.
General expenses	$3,183	$1,166
Transportation expenses	3,883	4,125
Maintenance of way and buildings	15	468
" " equipment	234	228
Total	$7,315	$5,987

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.
Passengers carried	234,707	242,954
Car miles run	42,802	36,386
Total receipts per car mile	$.274	$.357
Operating expenses per car mile	.171	.164

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.
Cost of road	$40,766	$44,002
" " equipment	13.794	13,829
Other permanent invest	9,278	9,784
Cash and current assets	4,189	1,319
Other assets	68	148
Total	$68,095	$69,082
LIABILITIES.		
Capital stock	$40,000	$40,000
Current liabilities	24,244	23,877
Profit and loss (surplus)	3,851	5,205
Total	$68,095	$69,082

PLANT AND EQUIPMENT.—Miles of track (electric), 5.38; gauge, 4 ft. 8½ in.; 8 motor cars; Gen. Elec. dynamos and motors, Newburyport cars.

OFFICERS.—Pres. Charles Odell, Sec. Treas. & Supt. R. G. Calef.

GENERAL OFFICE, 32 Market Square, Newburyport, Mass.

Date of information, Dec., 1899. b

Please note date of information at end of each report.

NEW CASTLE (Lawrence Co.), PA.

Population in 1880, 8,418, in 1890, 11,600, in 1899, (local estimate) 36,000.

New Castle Traction Co.—This is the successor to the New Castle Electric Street Ry. Co. Annual meeting second Monday in Jan. This company has leased the properties of the New Castle & Mahoningtown Ry. for 999 years.

CAPITAL STOCK, $500,000,

FUNDED DEBT.—$500,000.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.
Gross receipts	$13,790	$26,257	$83,429	$115,916
Operating expenses	9,596	13,000	45,960	78,746
Earnings from operation	4,194	13,257	37,469	37,170
Deduction from earnings.				
Interest				21,026
Taxes				726
Net income				15,418
Total surplus			50,727	14,886

NOTE.—No report for 1895 was given out.
* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$46,404	$373,301	$421,027	$465,759
" equipment	17,440	56,924	78,239	91,971
Stock of other companies		500,000	500,000	500,000
Cash	1,731	3,023	2,909	3,549
Other assets		262,848	311,575	138,283
Total	$65,575	$1,196,096	$1,313,750	$1,199,562
LIABILITIES.				
Capital stock	$40,000	$ 500,000	$ 500,000	$ 500,000
Funded debt				500,000
Bills payable	22,800	534,107	515,500	162,000
Other liabilities	2,775	148,732	247,523	22,676
Profit and loss (surplus)		13,258	50,727	14,886
Total	$65,575	$1,196,096	$1,313,750	$1,199,562

PLANT AND EQUIPMENT.—Miles of track (electric), 21; gauge, 4 ft. 8½ in.; 70 lb. girder rail; 53 cars, of which 31 are motor cars and 22 trail cars; West. dynamos and motors, New Castle, Jackson & Sharp and St. Louis cars, McGuire trucks.

OFFICERS.—Pres. J. D. Cameron, Sec. & Treas. E. E. Hamilton, Gen. Man. Gaylord Thompson, Supt. F. O. Mason, Ch. Engr. of Power Station J. P. Toler.

DIRECTORS.—Gaylord Thompson, J. M. Cameron, R. R. Quay, Walter Lyon, J. D. Cameron.

GENERAL OFFICE, New Castle, Lawrence Co., Pa.

Date of information, Feb., 1900. b z

NEW DECATUR, ALA.

Population in 1899, with Decatur, (local estimate) 8,000.

The People's Street Railway & Improvement Co.—Charter and municipal franchise granted in 1890, in perpetuity. Annual meeting fourth Tuesday in Oct.

CAPITAL STOCK, authorized, $18,000, issued, $15,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.87; gauge, 4 ft. 8½ in.; 20 lb. T rail; 6 mules, 2 horse cars; Stephenson cars.

OFFICERS.—Pres. L. R. Nelson, V. Pres. W. W. Nelson, Treas. & Supt. J. B. Nelson, Sec. Gen. Man. Ch. Engr. & Pur. Agt. Geo. A. Nelson.

DIRECTORS.—G. A. Nelson, L. K. Ray, J. B. Nelson, B. E. Hudnell, Wm. W. Nelson, E. J. Hudnall, H. A. Nelson.

GENERAL OFFICE, Moulton Heights, New Decatur, Ala.

Date of information, Feb., 1899. z

Decatur Street Railway Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $40,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 20 lb. T rail; 30 mules, 5 horse cars.

OFFICERS.—V. Pres. A. C. Hartshorne, Sec. Treas. Gen. Man. & Ch. Engr. W. A. Bibb.

GENERAL OFFICE, New Decatur, Ala.

Date of information, Jan., 1900. z

NEW GLASGOW, N. S.

Population, 4,500, total population served 13,500.

New Glasgow Electric Co., Ltd.—This road is to connect Newglasgow, Westville, Stellarton, and Trenton; 8.5 miles, and is to begin operation early in the summer of 1899.

CAPITAL STOCK, authorized, $250,000, issued, $50,000.

FUNDED DEBT, authorized, $250,000, issued, $30,000.

OFFICERS.—Pres. J. L. Jennison, Sec. H. V. Jennison, Gen. Man. Pur. Agt. & Elecn. Fred A. Bowman.

Date of information, May, 1899. c z

NEW HAVEN, CONN.

Population in 1880, 62,882; in 1890, 86,045; in 1897 (local estimates), 105,000.

New England Street Railway Co.—Chartered Feb., 1893, under the laws of New Jersey, to control street railway properties in New England. It now controls by ownership of stock the Winchester Ave. R. R. Co., of New Haven.

Capital Stock, authorized, $5,000,000, issued, $1,106,925; par value, $25 per share. Dividends payable quarterly on Jan. 15, Apr. 15, July 15, and Oct. 15. Dividends in 1895, 4¼ p. c.; in 1896, 4¾ p. c.; in 1897, 3½ p. c.; in 1898, 2¼ p. c.; in 1899, 3 p. c.; in Jan., 1900, ¾ p. c.

Officers.—Pres. Edw. E. Floyd, V. Pres. A. R. Mitchell, Boston; Treas. A. E. Pond.

Treasurer's Office, West Haven, Conn.

Date of information, Feb., 1900. c z

Winchester Avenue Railroad Co.—Chartered June 5, 1889, in perpetuity. Annual meeting in July. In May, 1891, the New Haven & West Haven R. R. Co. was consolidated with this company. In Dec., 1895, this company leased the property of the West Shore Ry. Co. (which see for details of lease).

Capital Stock, authorized, $1,000,000, issued, $800,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon and registered bonds, authorized and issued, $500,000; dated Nov. 1, 1892, due 1912; denom. $1,000; int. payable May and Nov., at office of First National Bank of New York, and Boston Safe Deposit & Trust Co., of Boston, trustee of mortgage.

* Debenture 6 p.c. gold bonds, authorized, $100,000, issued, $100,000; outstanding, June 30, 1899, $14,000; dated Mar. 1, 1894, due 1909, but subject to call at 102 and interest, on and after Mar. 1, 1899; int. payable Mar. and Sept., at office of Boston Safe Deposit & Trust Co., trustee of mortgage.

Note.—The first mortgage bonds are the joint obligations of the Winchester Ave. R. R. Co. and the New Haven & West Haven R. R. Co., and are a first lien on all the franchises and tangible assets of the company now owned or to be hereafter acquired.

* To be cancelled June, 1900.

The debenture bonds may be called for payment at a price of 102 and accrued interest after Mar. 1, 1899.

Operation.—	Year ending Sept. 30, 1895.	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Rec'pt from pass.	$225,967	$245,609	$242,870	$153,911	$245,109
" other sources	7,276	5,705	5,450	11,755	26,833
" total	233,246	251,314	248,320	164,666	271,942
Operating expenses	142,389	152,418	133,534	101,756	158,656
Earn. from oper	90,857	98,896	114,786	62,940	113,286
Deductions from earn.					
Int. on bonds	27,500	30,479	32,124	29,290	33,265
Taxes	7,334	8,720	12,485	12,776	15,293
Net income	56,023	59,697	70,177	20,874	64,728
Dividends paid	40,000	69,600	66,000	49,000	64,002
To surplus account	16,023	†9,903			726
Per cent. op. exp. to total receipts	61.1	60.6	53.8	61.7	58.3

† Deficit.

Dividends, in 1895, 1 p. c.; in 1896, 12 p. c.; in 1897, 11 p. c.; in 1898 and 1899, 8 p. c.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Passengers carried	5,361,727	4,381,462	6,014,419
Car miles run	1,000,379	764,801	1,099,558
Total receipts per car mile	$.248	$.215	$.247
Operating expenses per car mile	.134	.132	.146

Please note date of information at end of each report.

Balance Sheet.—Dated Sept. 30,

ASSETS.	1895.	*1896.	1897.	—June 30,— 1898.	1899.
Cost of road....	$ 546,983	$ 609,221	$ 658,668	$ 665,940	$ 675,123
" equip...	210,408	227,304	235,026	235,493	250,780
Cash assets.....	8,669	35,900	12,933	2,172	35,598
Stock and prop'ty rights.....	210,000	210,000	210,000	210,000	210,000
Real estate.....	87,073	101,001	103,535	106,279	106,381
Bills and acc'ts receivable..			2,835	3,880	3,149
Material and sup.			20,858	12,664	16,485
Other assets....	25,415	22,960	11,223	15,962	24,462
Prof.and loss(def.)			6,886	33,735	33,008
Total.....	$1,088 548	$1,206,386	$1,261,964	$1,286,125	$1,354,986
LIABILITIES.					
Capital stock..	$ 400,000	$ 600,000	$ 600,000	$ 600,000	$ 800,000
Funded debt...	580,000	594,000	593,000	593,000	514,000
Bills payable...	88,576	13,496	56,200	87,200	30,000
Accts. payable.	15,132	4,743	1,382	5,925	10,675
Accrued interest		10,889	11,382		311
Prof.and loss(sur.)	4,840	16,743			
Total.....	$1,088,548	$1,239,871	$1,261,964	$1,286,125	$1,354,986

* Note discrepancy in footings of assets and liabilities.

Plant and Equipment.—Miles of track (electric), 21.44, of which 2.13 is leased; gauge, 4 ft. 8½ in ; 50 lb. to 72 lb. T rail; 99 cars, of which 72 are motor cars and 27 trail cars; 1500 H. P. station plant: West. engines, Gen. Elec. and West. dynamos and motors, Brill, Jones, L. & F., Newburyport and Stephenson cars.

Officers.—Pres. A. B. Turner, Sec. H.F. Spencer, Treas. & Supt. A. E. Pond, Ch. Engr. of Power Station H. F. Ackrill.

Directors.—I. A. Kelsey, James Graham, A. E. Pond, A. B. Turner, S. H. Wagner, Sidney Harwood, H. F. Spencer, A. R. Mitchell, E. E. Floyd.

General Office, West Haven. Conn.

References.—Annual report, Vol. X, Mar., '94, p. 212; description of parks, Vol. XIII, Feb., '97, p. 93.

Date of information, Feb., 1900. b z

West Shore Railway Co.—Chartered June 30, 1893. This company commenced operation July 1, 1894. On Dec. 15, 1895, the property of this company was leased to the Winchester Avenue R. R. Co., for 99 years, at a guaranteed rental of 5 p. c. per annum, payable semi-annually.

Capital Stock, authorized, $200,000, issued, $80,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, and issued, $30,000; dated July 1, 1894, due 1914, but subject to call at three months' notice; denom. $500; int. payable Jan. and July, at office of Merchants' National Bank, of New Haven.

Officers.—Pres. James Dewell, Sec. & Treas. I. A. Kelsev.

Directors.—J. D. Dewell, I. A. Kelsey, A. E. Pond.

General Office, West Haven, Conn.

Date of information, Feb., 1900. b z

Fair Haven & Westville Railroad Co.—Chartered June 20, 1860. On Nov. 1, 1898, this company purchased the property of the New Haven Street Ry. Co. and the New Haven & Centerville Street Rv. Co. Consolidation ratified by General Assembly June 15, 1899.

Capital Stock, authorized, $5,000,000, issued, $2,000,000; par value, $25 per share. Dividends payable Apr. 1 and Oct. 1.

Funded Debt.—The funded debt of the consolidated company amounts to $1,133,000 and consists of the prior liens of the constituent companies as follows:

New Haven Street Ry. Co.'s first mortgage 5 p. c. bonds outstanding, $600,000; due Sept. 1, 1913; int. payable March and Sept.

New Haven Street Ry. Co.'s consolidated mortgage 5 p. c. bonds outstanding, $250,000 (see Note); int. payable June and Dec.

New Haven & Centerville Street Ry. Co.'s first mortgage 5 p. c. bonds outstanding, $283,000; due Sept. 1, 1933; int. payable March and Sept.

Note.—New Haven Street Ry. Co,'s consolidated mortgage being first mortgage on former Edgewood Ave. and second mortgage on remainder of former New Haven Street Ry. Co.'s lines.

Operation.—The following is a combination of the operating reports of the New Haven Street Ry. Co., the New Haven & Centerville Street Ry. Co., and the Fair Haven & Westville R. R. Co.

Year ending Sept. 30,	1896.	1897.	9 mos. ending June 30, 1898.	4 mos. ending Oct. 31, 1898.	8 mos. ending June 30, 1899.
Rects. from pass.....	$540 451	$521,925	$387,263	$215,027	$351,242
" other sources.....	17,550	11,656	5,306	3,261	6,646
" total	558,001	533,581	392,569	218,288	357,888
Operating expenses....	369,381	345,603	227,281	121,972	224,338
Earning from opern....	188,620	187,978	165,288	96,316	133,550

Deduct. from earn.	1896.	1897.	1898.	1898.	1899.
Taxes	$23,330	$24,570	$28,322	$ 44	$28,756
Interest	68,246	65,658	35,957	22,427	46,217
Other deductions.....	443				
Net income.....	96,601	97,750	101,009	73,845	58,577
Dividends paid.....	73,000	85.000	54,000	79,000	50,000
To surplus account.....	23,601	12,750	47,009	*5,155	8,577

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	June 30, 1898.	Oct. 31, 1898.	June 30, 1899.
Cost of road.....	$587,292	$587,291	$589,219	$589,708	$3,313,189
" equipment...	135,513	135,493	135,458	135,458	300,691
Other perm. invest..					69,574
Cash assets.....	3,701	17,156	49,775	37,902	23,423
New Haven & N'th H'vn St.Ry. Co..	21,133	21,133	20,733	20,733	
New H'vn & Centerville St. Ry. Co..		194,198	194,198	194,198	
Total.....	$747.639	$955,271	$989.383	$977,999	$3,706,877
LIABILITIES.					
Capital stock.....	$600,000	$900,000	$900,000	$900,000	$2,000,000
Funded debt.....					1,133,000
Unfunded debt	120,000				565,300
Accident insur. fund.		17,786	21,921	24,539	8,267
Profit & loss (surp.)..	27,639	37,485	67,462	53,460	310
Total.....	$747,639	$955,271	$989,383	$977,999	$3,706,877

Plant and Equipment.—Miles of track (electric), 63.66; gauge, 4 ft. 8½ in.; 50 lb. to 74 lb. T rail; 196 cars, of which 181 are motor cars and 15 trail cars; Allis engines, Gen. Elec. and West. dynamos and motors, Jackson & Sharp and Brill cars, Bemis trucks.

Officers.—Pres. Henry S. Parmelee, V. Pres. Samuel Hemingway, Sec. & Treas. Leverett Candee, Supt. Walter A. Graham, Elecn. F. G. Daniell, Ch. Engr. of Power Station L. A. Farnham.

Directors.—H. S. Parmelee, Samuel Hemingway, Geo. D. Watrous, James S. Hemingway, John B. Carrington, E. H. Trowbridge, Wilbur F. Day, S. E. Merwin.

General Office, 730 Chapel St., New Haven, Conn.

References.—Description of track, Vol. IX, Dec., '93, p. 795 (ill.); increase of stock, Vol. X, May, '94, p. 343; description of steam power plant (brief), Vol. X, Sept., 94, p. 552.

Date of information, Feb., 1900. b z

Manufacturers' Street Railway Co.—Operation commenced in Dec., 1896. This road handles nothing but freight.

Capital Stock, authorized and issued, $20,000 ; par value, $25 per share.

Funded Debt.—Demand note $14,000.

Plant and Equipment.—Miles of track (electric), 1.36; gauge, 4 ft. 8½ in.; 70 lb. rail; 1-30 ton Gen. Elec. electric motor.

Officers.—Pres. Geo. S. Barnum, V. Pres. N. W. Kendall, Sec. F. L. Bigelow, Treas. & Gen. Man. Simeon J. Fox.

Directors.—Geo. S. Barnum, N. W. Kendall, F. E. Willliams, Simeon J. Fox.

General Office, New Haven, Conn.

Reference.—Description of road, Vol. XIII, Jan., '97, p. 54 (ill.).

Date of information Dec., 1899. b

NEW LONDON, CONN.

Population in 1880, 10,537, in 1890, 13.759.

New London Street Railway Co.—Chartered 1886, in perpetuity.

CAPITAL STOCK, authorized, $500,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued, $140,000, in treasury, $10,000; coupon but may be registered; dated Oct. 1, 1893, due 1923; denom. $1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston, Mass.; trustee of mortgage, Treasurer of Connecticut.

The unissued $10,000 mortgage bonds now in the treasury may be issued and sold only as provided by the general laws of Connecticut.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	June 30, 1899.
Receipts from pass.....	$51,134	$52,211	$52,402	$55.302	$55,919
" other sources.	625	951	1,420	500	655
" total.....	51,759	53,162	53,822	55,802	56,574
Operating expenses.....	30,230	30,013	32,369	32,512	32,953
Earnings from operation	21,529	23,148	21,453	23,290	23,621

Please note date of information at end of each report.

Deduct'ns from earn'gs.	1895.	1896.	1897.	1898.	1899.
Interest on bonds..	$5,500	$5,500	$5,500	$5,500	$5,500
Int. on float'g debt.				614	366
Taxes.....	2,150	2,500	2,891	3,080	3,530
Net income.....	13,879	15,148	13,061	14,096	14,225
Dividends paid.....	9,000	11,550	17,325	12,375	12,500
To surplus account.....	4,879	3,598	*4,264	1,721	1,725
Total surplus account...	23,454	27,053	16,789	18,510	7,112
Stock receiving divid'ds.	165,000	247,500	247,500	247,500	250,000
P. c. op. exp. to tot. rec.	58.4	56.6	59.4	58.2	58.2

*Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	June 30, 1898.	June 30, 1899.
Passengers carried.....	1,136,548	1,135,588	†666,844	1,210,526
Car miles run.....	212,323	214,348	†137,841	220,427
Total rects. per car mile..	$.250	$.246		$.256
Operatg exp. per car mile.	.141	.146		.104

DIVIDENDS—In July, 1894, 2½ p. c.; in Jan., 1895, 3 p. c.; in July, 1895, 3 p. c.; in Jan., 1896, 3½ p. c.; in July, 1896, 3½ p. c.; in Jan., 1897, 3½ p c.; in July. 1897, 3½ p. c.; in 1898–9, 5 p. c.

†During 9 mos. ending June 30, 1898.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	June 30, 1899.
Cost of road.....	$196,736	$295,205	$193,900	$196,926	$206,718
" equipment....	85,156	81,201	83,348	83,822	87,446
Other perm. invest....			102,072	104,649	94,952
Accounts receivable...			9,238	1,253	725
Cash assets.....	11,349	14,032	1,667	2,515	839
Other assets.....			2,095	121	
Total.....	$293,241	$390,438	$392,321	$389,266	$390,680
LIABILITIES.					
Capital stock*.....	$150,000	$247,500	$247,500	$247,500	$250,000
Funded debt.....	110,000	110,000	110,000	110,000	110,000
Accru'd accident ins...				4,256	
Bills payable.....	9,787	5,886	18,032		23,568
Other liabilities.....				9,000	
Profit and loss (surplus)	23,454	27,053	16,789	18,510	7,112
Total.....	$293,241	$390,438	$392,321	$389,266	$390,680

* The capital stock was increased from $150,000 to $165,000 in Oct., 1895, from $165,000 to $247,500 in Apr., 1896, and from $247,500 to $250,000 in Nov., 1898.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.18; gauge, 4 ft. 8½ in.; 48 lb. T rail; 23 motor cars; 2 snow plows; Greene engines, Gen. Elec. dynamos and motors, Briggs, Jones and Newburyport cars, Bemis trucks.

OFFICERS.—Pres. & Sec. W. Learned, Treas. W. A. Tucker, 53 State St., Boston; Supt. L. Bentley, Ch. Engr. Edward Haven.

DIRECTORS.—John F. Perry, W. A. Tucker, Boston, Mass.; Aug. Brandegee, Walter Learned, Horace C. Learned, Billings Learned, Jas. Hislop, New London.

GENERAL OFFICE, New London, Conn.

TREASURERS' OFFICE, 53 State St., Boston, Mass.

REFERENCE.—Description of power plant, Vol. XIII, Feb., '97, p. 105 (ill.).

Date of information, Feb., 1900. b z

NEW ORLEANS, LA.

Population in 1880, 216,090, in 1890, 242,039, in 1895, 250,000.

New Orleans City Railroad Co.—Chartered in 1898 for the purpose of acquiring the properties of the New Orleans Traction Co., Ltd., the New Orleans City & Lake R. R. Co., and the Crescent City R. R. Co.

Capital Stock, common stock, authorized and issued, $5,000,000. 5 p. c. cumulative preferred stock, authorized and issued, $2,500,000. This stock is to have preference over the common stock as to assets as well as for dividends, and the company shall have no power to create a new lien without the assent of the majority of the preferred stock. Preferred stock to elect a majority of directors until dividends for five consecutive years have been paid on preferred stock.

Funded Debt.—General mortgage (see note) 4 p. c. (5 p. c. after 5 years) gold bonds, authorized, $3,250,000. issued, $3,000,000; in treasury, for future acquisitions, $250,000; dated July 1, 1898, due 1943; denom. $1,000; int. payable at the office of Louisiana National Bank.

New Orleans City & Lake R. R. Co's. first mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $2,599,500; coupon, but may be registered; dated Jan. 2, 1893, due Jan. 1, 1943; denom. $500 and $1,000; int. payable Jan. and July, at office of New Orleans National Bank.

New Orleans City R. R. Co.'s first mortgage 6 p. c. bonds, outstanding, $399,900; dated 1879, due Dec. 1, 1903; int. payable June and Dec.

New Orleans Traction Co's. power house mortgage, 6 p. c. bonds, outstanding $143,000.

Note.—The general mortgage 4–5 p. c. bonds are a first mortgage on the lines of the Crescent City R. R. and a second mortgage (subject to the first 5 p. c. mortgage) on the lines of the New Orleans City & Lake R. R. They are also an equal lien with the first mortgage on the equity in the power house. Of the $250,000 reserved for new property a sum not exceeding $100,000 can be used at present.

The following securities were exchanged approximately upon the terms as given below.

Crescent City R. R. Co.'s 5 p. c. bonds were exchanged, dollar for dollar, for new general mortgage 4-5 p. c. bonds.

New Orleans Traction Co.'s 6. p. c. collateral trust notes received 100 p. c. in new preferred stock and 50 p. c. in new common stock.

New Orleans City & Lake R. R. Co.'s common stock not held by the New Orleans Traction Co., (minority stock $622,900), received 110 p. c. in new preferred stock, and 25 p. c. in new common stock.

Crescent City R. R. Co.'s stock not held by the New Orleans Traction Co., (minority stock $354,700), received 100 p. c. in new common stock.

Operation.—Year ending Dec. 31,	1898.	1899.
Gross receipts.....	$1,310,042	$1,352,829
Operating expenses.....	804,300	800,978
Earnings from operation.....	505,742	551,851

Plant and Equipment.—Miles of track (electric), 115; gauge, 5 ft. 2½ in.; 58 lb. T and 100 lb. girder rail; 339 cars, of which 300 are motor cars and 39 trail cars; Gen. Elec. and West. systems, American, Brill, Pullman and St. Louis cars.

Officers.—Pres. R. M. Walmsley, V. Pres. A. Baldwin, Sec. & Treas. A. H. Ford, Gen. Man. C. D. Wyman.

General Office, Pleasant and Magazine Sts.. New Orleans.

Date of information, Mar, 1900. x

New Orleans & Carrollton Railroad Co.—Chartered (originally), Feb. 9, 1833; charter renewed 1883 for 99 years. Annual meeting second Monday in Jan. In 1899, this company purchased all the rights, property and franchises of the Canal & Claiborne R. R. Co.

Capital Stock, authorized and issued, $1,200,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000; issued, $733,000; held in escrow, $1,267,000 (see Note); dated 1899; denom. $500 and $1,000; int payable at office of the company and at Hibernia National Bank, trustee of mortgage.

First mortgage 6 p. c. bonds, $185,000; dated 1882, due 1902–1906; int. payable Feb. and Aug., at Hibernia National Bank, of New Orleans.

Second mortgage 6 p. c. gold bonds, $350,000; dated, 1893, due 1905–6–7; int. payable Feb. and Aug., at Hibernia National Bank, of New Orleans.

Canal & Claiborne R. R. Co.'s first mortgage 5 p. c. bonds, issued, $133,000; dated 1892, due 1912; subject to call after 1897; int. payable Jan. and July.

Canal & Claiborne R. R. Co.'s consolidated mortgage 6 p. c. gold bonds, authorized, $800,000; issued, $599,000; dated May 1, 1896, due 1946; denom. $500 and $1,000; int. payable May and Nov. at office of the company.

Note.—$1,267,000 of the consolidated bonds are held to retire the prior liens described above.

Dividends.—From 1894 to 1899, 6 p. c. per annum.

Operation of the consolidated companies for the years ending Dec. 31,	1897.	1898.	1899.
Gross receipts.....	$574,237	$595,004	$620,509
Operating expenses.....	316,287	337,395	344,513
Earnings from operation.....	257,950	257,609	275,996

Plant and Equipment.—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 50 lb. to 100 lb. T and girder rail; 90 motor cars; Allis, Rankin & Fritsch and Lane & Bodley Corliss engines, Gen. Elec. dynamos and motors, American and St. Louis cars.

Officers.—Pres. J. K. Newman, Sec. Walter V. Crouch, Asst. Sec. & Audr. W. B. Brockway, Man. G. H. Davis.

Directors.—J. K. Newman, Thos. McDermott, C. F. Goll, Jr., J. H. DeGrange, S. Pfeifer, I. S. West, Thos. J. Feibleman, B. M. Harrod, S. H. March.

General Office, London & Liverpool & Globe Bldg., New Orleans, La.

References.—Description of road, Vol. IX, Mar., '93, p. 178 (ill.); Vol. IX, May, '93, p. 283 (ill.); Vol. X, May, '94, p. 301 (ill.); Vol. X, Souv., '94, p. 40 (ill.). CANAL & CLAIBORNE R. R. Co.—Description of road, Vol. X, May, '94, p. 305 (ill.); (brief), Vol. X, Souv., '94, p. 41; description of opening of road (brief); Vol. XII, Dec., '96, p. 753; full description of new installation, Vol. XIII, May, '97, p. 265 (ill.); car pits, Vol. XIII, Sept. '97, p. 537 (ill.); accident blanks, Vol. XIV, Feb., '98, p. 83.

Date of information, Feb., 1900. x

St. Charles Street Railroad Co.—Chartered Sept. 27, 1866, and renewed in 1881. Annual meeting second Monday in Jan.

Capital Stock, authorized, $1,000,000, issued, $953,300; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $300,000, outstanding, $75,000; coupon, but may be registered; dated June 1, 1881, due $15,000 per annum on June 1, 1897-1901; denom. $1,000; int. payable June and Dec., in New Orleans and at National Bank of Commerce, New York.

Please note date of information at end of each report.

Dividends.—In 1894, 8 p. c.; in 1895, 2 p. c.; in 1896, 6 p. c.; in 1897, 6 p. c.; in 1898, 5½ p. c.; in 1899, 5¼ p. c.

Plant and Equipment.—Miles of track (electric), 12.4; gauge, 5 ft. 2⅜ in.; 90 lb. girder rail; 40 motor cars; Pullman cars.

Officers.—Pres. & Supt. Alden McLellan, Sec. N. Riviere, Elecn. Alexander L. Black, Ch. Engr. of Power Station E. B. McKinney.

Directors.—H. C. Boucher, Edw. Toby John W. Fairfax, E. S. Reems, H. D. Hart, A. G. Phelps, Alden McLellan.

General Office, Marigny and Decatur Sts., New Orleans, La.

Reference.—Increase of stock, Vol. IX, Sept., '93, p. 616.

Date of information, Feb., 1900. x

Canal & Claiborne Railroad Co.—Chartered June 26, 1888. Annual meeting third Monday in Jan. In 1899 all the property, rights and franchises of this company were purchased by the New Orleans & Carrollton R. R. Co. which now operates the road.

Date of information, Feb., 1900. c d z

Algiers, Gouldsboro & Gretna Railway Co.

Capital Stock, $25,000.

Funded Debt, $25,000.

Plant and Equipment.—Miles of track (horse), 3.75; gauge, 3 ft.; 30 lb. T rail; 23 horses, 4 horse cars, Stephenson cars.

Officers.—Pres. Treas. & Supt. A. M. Halliday, V. Pres. Thos. Pickles, Sec. W. Royal.

General Office, Canal St. Ferry, New Orleans, La.

Reference.—Description of road (brief), Vol. X, May, '94, p. 307.

Date of information, Feb., 1900. x

Orleans Railroad Co.—Chartered and municipal franchise granted Jan. 31, 1893.

Capital Stock, authorized, $500,000, issued, $185,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. mortgage gold coupon bonds, $300,000; dated Apr. 8, 1895, due 1912; denom. $500 and $1,000; int. payable Jan. and July, at office of company.

Second mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated June 15, 1897, due 1912; denom. $50, $100 and $500.

Note.—Second mortgage bonds may be called for payment at option of company, at a price of 100 and accrued interest, in ten years from date.

Plant and Equipment.—Miles of track (electric), 10.9; gauge, 5 ft. 2½ in.; 93 lb. girder rail; 31 motor cars; Allis engines, Gen. Elec. dynamos and motors, Brill and St. Louis cars.

Officers.—Pres. Emilien Perrin, V. Pres. F. W. Barkdull, Sec. C. J. Macmurdo, Supt. & Elecn. Victor Willoz.

Directors.—Emilien Perrin, C. M. Smith, James De Bays, Geo. A. Hero, W. Mason Smith, F. Limonge, I. W. Barkdull.

General Office, Laharpe and White Sts., New Orleans, La.

References.—Description of road (brief), Vol. X, May, '94, p. 307; (brief), Vol. X, Souv., '94, p. 41; Vol. XII, Apr., '96, p. 215 (ill.).

Date of information, May, 1899. c

NEW PALTZ, N. Y.

Population in 1880, 493, in 1890, 935.

New Paltz & Poughkeepsie Traction Co.—This company is a reorganization of the New Paltz & Wallkill Valley R. R. Co. of which on Aug. 18, 1898, James G. Graham, of Newburg, N. Y., was appointed temporary receiver on the petition of the directors for voluntary dissolution on the ground of insolvency. On Jan. 19, 1899, Edward Browne was appointed permanent receiver. On Mar. 9, 1899, the company was dissolved, and the Franklin Trust Co. of Brooklyn, N. Y., as trustee for the bondholders, came into possession of the property, and it has since been reorganized as above.

CAPITAL STOCK, authorized $150,000, issued $145,000; par value $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated May 1, 1897, due 1927; denom. $500; int. payable May and Nov., at office of Franklin Trust Co., trustee of mortgage.

*OPERATION.	Aug. 17, 1897, to June 30, 1898.	Year ending June 30, *1899.
Receipts from passengers	$10,954	
" " other sources	111	
Total	11,065	$12,939
Operating expenses	9,356	12,952
Earnings from operation	$1,709	13
Deductions from earnings.		
Interest	5,000	
Taxes	171	
Deficit	3,462	

*The figures given cover the combined managements for the fiscal year ending June 30, 1899.

STATISTICS OF TRAFFIC.

For period from Aug. 17, 1897, to June 30, 1898.

Passengers carried	99,347
Car miles run	67,668
Total receipts per car mile	$.163
Operating expenses per car mile	.138

BALANCE SHEET.—Dated June 30, 1898.

Assets.		Liabilities.	
Cost of road	$255,231	Capital stock	$145,000
Cost of Equipment	69,283	Funded debt	150,000
Cash	111	Interest, due and accrued.	1,250
Bills and acc. receivable..	2,268	Bills & accounts payable.	14,762
Material and supplies	633	Notes and loans payable.	20,691
Other assets	715		
Profit and loss (deficit)	3,462		
Total	$331,703	Total	$331,703

PLANT AND EQUIPMENT.—Miles of track (electric), 9.12; gauge, 4 ft. 8½ in.; 65 lb. and 70 lb. T and girder rail; 12 cars, of which 6 are motor cars, 2 trail cars and 4 freight cars; Russell and Clarke engines, West. dynamos and motors, Barney & Smith cars, Diamond trucks.

OFFICERS.—Pres. Wm. L. Supplee, V. Pres. E. C. M. Rand, Sec. & Treas. Chas. H. Stout, Gen. Supt. E. E. Hawkins, Jr., Elecn. E. C. Termilligar, Ch. Engr. of Power Station Wm. Humphrey.

DIRECTORS.—Ferdinand McKiege, Chas. G. M. Thomas, Paul Shaffer. H. M. Brundage, Wm. Greeley Hoyt, George E. Woods, James F. Reid, H. H. Douglass, James H. De Voe,

GENERAL OFFICE, New Paltz, Ulster Co., N. Y.

REFERENCE.—Description of snow plow, Vol. XV., Apr., '99, p. 220 (ill.).

Date of information, Feb., 1900. b x

NEW PHILADELPHIA, O.

Population in 1880, 3,070, in 1890, 4,456.

Tuscarawas Railroad Co.

CAPITAL STOCK, authorized, $150,000.

FUNDED DEBT.—Issued, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 50 lb. and 66 lb. T and Girder rail; 4 motor cars; Ball engines, Gen. Elec. dynamos, West. motors, Kuhlman cars, Dupont trucks.

OFFICERS.—Pres. F. T. Pomeroy, V. Pres. J. A. Rutherford, Sec., Treas. and Supt. Wm. Akins.

GENERAL OFFICE, New Philadelphia, O.

Date of information, May, 1899. c d

NEWPORT, R. I.

Population in 1880, 15,693, in 1890, 19,449.

Newport Street Railway Co.—Chartered July 30, 1888. Annual meeting last Tuesday in Jan. The capital stock of this company is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK.—Common stock, $77,000.

7 p. c. cumulative preferred stock, $30,000. Dividends payable Jan. and July.

FUNDED DEBT, 5 p. c. coupon bonds, $50,000; dated 1890, due 1910; int. payable June and Dec., at office of Industrial Trust Co., of Providence, R. I.

FLOATING DEBT, in 1899, $18,217.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Rcpts. from passengers.	$38,529	$39,519	$36,338	$43,589	$52,150
" other sources	757	910	1,037	4,442	857
" total	39,349	40,429	37,375	48,031	53,007
Operating expenses	34,496	29,250	26,293	24,804	43,832
Earnings from oper.	4,853	11,179	11,082	23,227	9,175
Deductions from earn.					
Interest	2,678	3,083	2,539	2,949	2,899
Taxes	870	914	914	70	70
Other deductions			14,725	12,724	
Net income	1,305	7,182	*7,096	7,484	6,206
Dividends paid	2,100	5,950	2,100	2,100	2,100
To surplus account	*795	1,232	*9,196	5,384	4,106
Total surplus account			*7,883	*2,499	*10,480

*Deficit.

BALANCE SHEET.—Dated June 30.

ASSETS.	1897.	1898.	1899.
Cost of road and equipment	$144,739	$149,812	$149,873
Other assets	15,533	13,405	14,864
Profit and loss (deficit)	7,883	2,499	10,480
Total	$168,155	$165,716	$175,217

LIABILITIES.	1897.	1898.	1899.
Capital stock	$107,000	$107,000	$107,000
Funded debt	50,000	50,000	50,000
Floating debt	11,155	8,716	18,217
Total	$168,155	$165,716	$175,217

DIVIDENDS, on preferred stock since 1889, 7 p. c. per annum; on common stock, in 1891, 5 p. c.; in 1892, 7 p. c.; in 1893-4-6, 5 p. c.; in 1895-7-8-9, none.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.17, gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T rail; 17 cars, of which 13 are motor cars and 4 trail cars; Gen. Elec. motors, Ellis, Jackson & Sharp and Newburyport cars.

OFFICERS.—Pres. G. B. Reynolds, Sec. & Treas. Geo. P. Magner, Elecn. G. E. Swan.

DIRECTORS.—Angus McLeod, P. F. Sullivan, G. B. Reynolds, George R. Chase, C. A. Brackett, H. H. Reed, R. S. Goff.

GENERAL OFFICES, 227 Spring St. and 449 Thames St., Newport, R. I.

REFERENCES.—Increase of stock, Vol. IX, Mar., '93, p. 198; annual report, Vol. IX, Mar., '93, p. 198.

Date of information, Feb., 1900. b z

Newport & Fall River Street Railway Co.—This company is the consolidation of the Middletown & Portsmouth Street Ry. Co. and the Fall River & Stone Bridge Street Ry. Co. This road was placed in operation June 19, 1898. The capital stock of this company is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, $250,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, $240,000; dated Aug., 1898, due Aug., 1918; denom. $1,000; int. payable Feb. and Aug. at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

OPERATION.—Year ending June 30, 1899.

Total receipts	$70,836
Operating expenses	48,000
Earnings from operation	22,836
Deductions from earnings	
Interest on bonds	11,833
Taxes	1,650
Other deductions	3,554
Net income	5,799
Dividends paid, 3 p. c.	7,500
Deficit for the year	1,701
Total surplus account	808

BALANCE SHEET.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$252,610	Capital stock	$250,000
Cost of equipment	224,250	Funded debt	240,000
Other assets	52,950	Floating debt	39,002
		Profit and loss (surplus)	808
Total	$529,810	Total	$529,810

Dividends paid Jan., 1899, 3 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 15.48; gauge, 4 ft. 8½ in.; 56 lb. rail; 30 cars, of which 27 are motor cars; 1 horse; Providence engines; Gen. Elec. dynamos and motors; Newburyport cars, Peckham truck.

OFFICERS.—Pres. & Gen. Man. Robert S. Goff, Fall River, Mass.; V. Pres. Melville Bull, Sec. Albert C. Landers, Newport, R. I.; Treas. Herbert H. Read.

DIRECTORS.—S. F. Kelley, P. L. Saltonstall, A. C. Landers, E. P. Shaw, Jr., R. S. Goff, Melville Bull, A. L. Hambly, Lorenzo Tallman, Herbert H. Read.

GENERAL OFFICE, Fall River, Mass.

Date of information, Feb., 1900. b z

NEWTON, MASS.

Population of Newton, Waltham and Watertown, in 1880, 34,133, in 1890, 50,159.

Commonwealth Avenue Street Railway Co.—Chartered, 1895. Municipal franchise granted June, 1895. Annual meeting in Oct.

Capital Stock, authorized, $292,000, issued, $258 000.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized and issued, $75,000; dated Feb. 1, 1896, due 1916; denom. $500; int. payable Feb. and Aug., at office of International Trust Co., of Boston, trustee of mortgage.

Operation.	Six mos. end'g Sept. 30, 1896.	Year end'g Sept. 30, 1897.	Year end'g Sept. 30, 1898.	Year end'g Sept. 30, 1899.
Receipts from passeng.	$ 9,885	$53,494	$71,332	$68,717
" other sources.	295	1,058	2,298	3,949
" total	10,180	54,552	73,630	72,666
Operating expenses	12,525	42,800	68,215	50,156
Earnings from operat...	*2,345	11,752	5,415	22,510
Deductions from earnings.	1896.	1897.	1898.	1899.
Interest	$1,179	$3,394	$3,750	$3,750
Taxes	680	938	2,785	4,504
Net income	*4,203	7,419	*1,120	14,256
Dividends paid				12,900
To surplus account				1,356
Total surplus	*4,203	3,217	2,079	3,453

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$10,179	$12,452	$ 8,784
Maintenance of way and structures	629	2,866	3,322
" " equipment	2,580	5,407	5,050
Transportation expenses	29,411	47,490	33,000
Total	$42,800	$68,215	$50,156

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	1,089,643	1,447,822	1,432,884
Car miles run	343,744	478,017	377,670
Total receipts per car mile	$.159	$.154	$.192
Operating expenses per car mile	.125	.142	$.132

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$ 68,539	$135,122	$156,253	$185,675
Cost of equipment	25,766	55,126	90,108	90,356
Other permanent investments.	5,740	44,480	80,983	83,330
Cash and current assets	2,794	34,442	8,121	13,321
Materials and supplies	645	1,638	2,955	3,453
Other assets		517	1,260	
Profit and loss (deficit)	4,203			
Total	$107,687	$271,326	$339,680	$376,135
LIABILITIES.				
Capital stock	$ 52,000	$175,000	$175,000	$258,000
Funded debt	45,000	75,000	75,000	75,000
Current liabilities	9,632	15,984	84,173	35,565
Accrued "	1,055	2,124	3,410	5,117
Profit and loss (surplus)		3,217	2,097	3,453
Total	$107,687	$271,326	$339,680	$376,135

Plant and Equipment.—Miles of track (electric), 13.77; gauge, 4 ft. 8½ in.; 70 lb., 90 lb. and 106 lb. rail; 39 motor cars; West. motors, Jones cars, Taylor and Dupont trucks; power rented.

Officers.—Pres. and Gen. Man. A. D. Claflin, Sec. A. L. Daniels, Treas. L. D. Ahl, Supt. N. C. Smith.

Directors.—L. D. Ahl, A. L. Daniels, F. H. Lewis, Wm. Claflin, W. B. Phillips, W. H. Coolidge, A. D. Claflin.

General Office.—Newtonville, Mass.

Date of information, Feb., 1900. b z

Newton Street Railway Co.—Chartered June, 1886. This company operates on the north side of the Boston & Albany R. R. tracks in Newton and serves the villages of Newton, Newtonville and West Newton (all in Newton City), the city of Waltham and the township of Watertown.

CAPITAL STOCK, authorized and issued, $315,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $135,000; dated July 1, 1892, due 1912; denom. $500; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass.	$79,576	$84,287	$92,154	$91,465	$100,653
" other sources...	2,247	2,177	1,918	4,355	4,964
" total	81,823	86,464	94,072	95,820	105,617
Operating expenses	56,152	65,525	67,650	64,389	72,654
Earnings fr'm operation..	25,671	20,939	26,422	31,431	32,963
Deduct. from earnings.					
Interest	7,286	6,904	7,802	6,750	6,750
Int. on float'g debt..				4,409	6,018
Taxes	1,428	1,525	1,787	3,180	3,391
Net income	16,957	12,510	16,833	17,092	16,804
Dividends paid	12,967	15,600	16,800	16,800	16,800
To surplus account	3,990	*3,090	33	292	4
Total surplus account...	24,867	20,828	20,862	21,154	21,158
P. c. op. exp. to tot. rec..	68.9	76.8	71.9	67.2	68.7

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$14,411	$14,300	$10,276	$9,856
Transportation expenses...	30,045	32,181	42,904	48,569
Maint. of way and bldgs...	9,756	11,789	5,499	7,350
" " equipment	11,313	9,380	5,710	6,879
Total	$65,525	$67,650	$64,389	$72,654

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	1,753,796	1,843,114	1,827,120	2,095,701
Car miles run	341,244	381,371	465,458	478,169
Total receipts per car mile	$.254	$.247	$.206	$.221
Oper. expenses per c. m.	.192	.177	.138	.152

DIVIDENDS.—In 1892, 7 p. c.; in 1893-4-5-6-7-8-9, 8 p. c.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$219,638	$221,381	$284,699	$317,279	$338,809
Cost of equipment	90,791	91,056	91,056	94,017	101,972
Other perm. invest.	39,406	37,393	31,510	31,510	37,910
Cash and current assets.	76	16,078	6,302	178	2,817
Other assets	1,636			7,000	
Total	$351,547	$365,908	$413,567	$449,984	$481,108
LIABILITIES.					
Capital stock	$172,600	$210,000	$257,625	$210,000	$210,000
Paid in on shares to be issued					99,950
Funded debt	135,000	135,000	135,000	135,000	135,000
Floating debt	5,000	80	80	73,750	
Current liabilities	14,080			10,080	15,000
Profit and loss (surplus)	24,867	20,828	20,862	21,154	21,158
Total	$351,547	$365,908	$413,567	$449,984	$481,108

PLANT AND EQUIPMENT.—Miles of track (electric), 16.35; gauge, 4 ft. 8½ in.; 56 lb. T and 93 lb. girder rail; 35 motor cars; Gen. Elec. dynamos and motors, Jones and Newburyport cars; rent power.

OFFICERS.—Pres. Winthrop Coffin, V. Pres. Ephraim Stearns, Sec. Geo. W. Morse, Treas. Chas. W. Smith, Supt. F. G. L. Henderson.

DIRECTORS.—Winthrop Coffin, Brookline, Mass.; Geo. W. Morse, Newtonville, Mass.; E. Stearns, T. P. Smith, Waltham, Mass.; J. W. Weeks, Chas. W. Smith, Alden E. Viles, Boston, Mass.; S. Harwood, S. Farquhar, Newton, Mass.

GENERAL OFFICE, West Newton. Treasurer's office, 53 Tremont St., Boston.

REFERENCES.—Annual report, Vol. VIII, Jan., '92, p. 22; Vol. IX, Dec., '93, p. 842; increase of stock, Vol. IX, Apr., '93, p. 270; operating detail, Vol. XIV., Sept., '98, p. 483; operating detail, Vol. XIV, Sept., '98, p. 489; cost of electric power generation, Vol. XIV, Sept., '98, p. 492.

Date of information, Feb., 1900. b z

Newton & Boston Street Railway Co.—Chartered 1892. This company leases and operates the Newtonville & Watertown Ry. under a 5 year contract, dated 1897, and operates in Newtonville, Newton Highlands, Newton Centre, Newton Upper Falls, Highlandville, Needham, Watertown, Watertown Arsenal, Brighton and Allston. The company supplies power for the Newton St. Ry., Wellesley & Boston St. Ry., Commonwealth Ave. St. Ry. and the Natick & Cochituate St. Ry.

CAPITAL STOCK, authorized, $250,000, issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, and issued, $125,000; coupon, but may be registered; dated July 1, 1892, due 1912; denom. $500; int. payable Jan. and July, at office of American Loan & Trust Co. of Boston, trustee of mortgage.

Real estate mortgage 4 p. c. $20,000; due Dec. 19, 1900.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	†1898.	1899.
Receipts from pass.	$27,791	$29,607	$32,679	$54,322	$71,587
" other sources	2,348	3,419	11,863	23,987	2,077
" total	30,139	33,026	44,542	78,309	73,664
Operating expenses	22,526	21,955	26,292	59,509	60,289
Earnings from operation.	7,612	11,071	18,250	18,800	13,375
Deductions from earnings.					
Interest on bonds	5,000	5,625	5,625	6,250	6,250
" " float. debt	1,244	1,779	2,576	2,502	4,124
Taxes	864	769	1,296	1,510	2,110
Net income	504	2,898	8,753	8,538	891
Dividends paid		1,562	4,688	9,062	7,500
To surplus account		1,336	4,065	*524	*6,609
Total surplus account	1,096	2,432	6,497	5,973	*636
Per cent. op. exp. to total receipts	76.4	66.7	59.0	76.0	

*Deficit.

†Includes operation of the Newtonville & Watertown Street Ry.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 5,009	$ 3,738	$ 4,162	$ 7,349	$ 9,354
Maint. of way and bldgs.	908	668	1,785	5,382	5,431
" " equipment	1,495	2,580	3,727	5,824	3,760
Transportation expenses.	15,115	14,968	16,618	40,954	41,744
Total	$22,527	$21,955	$26,292	$59,509	$60,289

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	565,958	610,765	678,836	1,098,486	1,699,586
Car miles run	169,593	175,949	228 043	456,530	499,941
Total rece. per car mile.	$.177	$.188	$.195	$.171	$.163
Oper. exps. per car mile.	.133	.125	.115	.130	.134

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$ 97,697	$128,013	$170,300	$179,892	$187,716
" equipment	82,794	62,927	71,179	77,095	96,667
Other permanent invest.	64,737	77,903	91,035	121,903	124,981
Cash and current assets	4,368	5,090	5,484	7,583	13,000
Profit and loss (deficit).					636
Total	$249,596	$273,932	$337,997	$386,473	$423,000
LIABILITIES.					
Capital stock	$100,000	$125,000	$175,000	$200,000	$200,000
Funded debt	100,000	125,000	125,000	125,000	125,000
Floating debt	28,500	1,500	11,500	35,500	78,000
Real estate mortgage	20,000	20,000	20,000	20,000	20,000
Profit and loss (surplus).	1,096	2,432	6,497	5,973	
Total	$249,596	$273,932	$337,997	$386,473	$423,000

PLANT AND EQUIPMENT.—Miles of track owned and leased (electric), 16.87; gauge, 4 ft. 8½ in.; 56 lb. and 93 lb. T and girder rail; 26 motor cars; 1,000 H. P. station plant; West. engines, Babcock & Wilcox boilers, Gen. Elec. dynamos, Gen. Elec. and West. motors, Jackson & Sharp, Wason and Trimble cars, Bemis trucks.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. H. B. Parker, V. Pres. Austin R. Mitchell, Sec. R. A. Sears, Treas. J. L. Richards, Supt. Ch. Engr. Elecn. & Ch. Engr. of Power Station L. H. McLain.

DIRECTORS.—J. W. French, Wm. F. Hammett, J. L. Richards, Austin R. Mitchell, H. B. Parker, G. F. Simpson,

GENERAL OFFICE, Newtonville, Mass.

REFERENCE.—Description of power plant, Vol. IX, Apr., '93, 211 (ill.); operating detail, Vol. XIV, Sept., '98, p. 483; operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Feb., 1900. b z

Newtonville & Watertown Street Railway Co.—This road is leased to, and operated by, the Newton & Boston Street Ry. Co., under a 5 year contract dated 1897.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.3; gauge, 4 ft. 8½ in.; 56 lb. T rail; Gen. Elec. dynamos and motors, Jackson & Sharp cars; rent power.

OFFICERS.—Pres. & Gen. Man. H. B. Parker, Sec. R. A. Sears, Treas. J. L. Richards, Supt. L. H. McLain.

DIRECTORS.—Austin R. Mitchell, J. L. Richards, Wm. F. Hammett, H. B. Parker, G. Fred. Simpson, J. W. French.

GENERAL OFFICE, Newtonville, Mass.

REFERENCE.—Operating detail, Vol. XIV, Sept., '98, p. 483; operating detail, Vol. XIV, Sept, '98, p. 489.

Date of information, Dec., 1899. b

Wellesley & Boston Street Railway Co.—This company commenced operation on Aug. 4, 1895.

CAPITAL STOCK, authorized and issued, $115,000; par value, $100 per share.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.
Receipts from passengers	$10,890	$13,039	$37,610	$51,178
" other sources	170	273	1,764	1,846
" total	11,060	13,312	39,374	53,024
Operating expenses	8,291	9,615	26,354	36,345
Earnings from operation	2,769	3,697	13,020	16,679
Deductions from earnings.				
Interest	140	209	363	47
Taxes		624	624	1,589
Net income	2,629	2,864	12,033	15,044
Dividends paid	2,400	2,800	8,000	8,900
To surplus account	229	64	4,033	6,144
Total surplus account	1,927	1,990	6,023	7,168

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$1,076	$1,166	$ 4,519	$ 7,216
Maintenance of way and buildings	455	243	2,233	1,592
" " equipment	449	417	1,139	2,824
Transportation expenses	6,311	7,790	18,463	24,713
Total	$8,291	$9,615	$26,354	$36,345

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	221,415	273,144	709,887	1,135,613
Car miles run	75,274	95,575	220,980	251,813
Total receipts per car mile	$.147	$.139	$.178	$.210
Operating expenses per car mile	.110	.101	.119	.144

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$28,373	$37,059	$ 55,765	$ 84,770	$ 86,898
" equipment	6,195	6,501	16,546	25,368	32,943
Other permanent invest.		122	100	5,240	5,240
Cash and current assets.	7,130	744	29,580	7,146	2,086
Total	$41,698	$44,427	$101,990	$122,524	$127,167
LIABILITIES.					
Capital stock	$40,000	$40,000	$100,000	*$100,000	$115,000
Unfunded debt		2,500		16,500	5,000
Profit and loss (surplus)	1,698	1,927	1,990	6,024	7,167
Total	$41,698	$44,427	$101,990	$122,524	$127,167

*Increase of capital stock to $115,000, Oct. 5, 1898.

PLANT AND EQUIPMENT.—Miles of track, (electric), 8.63; 14 motor cars; Wason cars; Gen. Elec. and West. motors; rent power.

OFFICERS.—Pres. & Gen. Man. H. B. Parker, V. Pres. J. W. French, Sec. R. A. Sears, Treas. J. L. Richards, Supt. L. H. McLain.

DIRECTORS.—H. B. Parker, A. R. Mitchell, J. L. Richards, J. W. French, W. F. Hammett, G. Fred. Simpson.

GENERAL OFFICE, Newtonville, Mass.

REFERENCE.—Operating detail, Vol. XIV, Sept., '98, p. 483; operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Feb., 1900. b z

NEWTOWN, PA.

Population in 1880, 1,001; in 1890, 1,213.

Newtown Electric Railway Co.—Chartered Dec. 17, 1896. Annual meeting second Tuesday in January. On Sept. 1, 1898, this company leased the Newtown, Langhorne & Bristol Trolley Street Ry. The capital stock of this company is now controlled by the Railways Company General, of Philadelphia.

CAPITAL STOCK, authorized, $300,000; issued, $72,000; par value $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold conpon bonds, authorized, $300,000, issued, $43,000; held in treasury, $257,000; dated July 20, 1898, due 1928; denom. $1,000; int. payable at office of Real Estate Title Insurance and Trust Co., trustee of mortgage.

Treasury bonds may be issued for construction.

OPERATION.—Year end ng June 30,	1898.	1899.
Gross receipts	$3,718	$21,342
Operating expenses	3,582	20,818
Earnings from operation	136	524
Deductions from earnings.		
Taxes		607
Rentals		3,442
Net income		*$3,525

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road	$55,520	$113,279
Cost of equipment	4,480	4,513
Cash and current assets	136	103
Materials and supplies		1,450
Profit and loss (deficit)		3,787
Total	$60,136	$123,132
LIABILITIES.		
Capital stock	$60,000	$ 72,000
Profit and loss (surplus)	136	
Funded debt		43,000
Loans		8,132
Total	$60,136	$123,132

PLANT AND EQUIPMENT.—Miles of track (electric) in operation, 13.06, under construction, 14; gauge 5 ft. 2½ ins.; 70 lb. rail; 15 motor cars; 1,200 H. P. station plant; Gen. Elec. dynamos and motors, Brill and St. Louis car and trucks.

OFFICERS.—Pres. T. P. Chambers, Sec. George C. Worstall, Treas. & Gen. Mgr. A. Chambers, Supt. J. W. Keener, Ch. Engr. B. F. Knabb, Elecn. Geo. Mitchell.

DIRECTORS.—T. S. Kenderdine, E. H. Buckman, T. P. Chambers, A. Chambers, W. T. Wright, George C. Worstall, Ashbel W. Watson, Robert Alexander, J. B. McAfee.

Date of information, Feb., 1900. b z

NEW WESTMINSTER, B. C.

New Westminster & Vancouver Tramway Co. (Ltd.)

CAPITAL STOCK, authorized and issued, $1,000,000.

PLANT AND EQUIPMENT.—Miles of track, (electric) 16.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 14 cars, of which 12 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Brill cars, Ball and Ide engines.

OFFICERS.—Pres. D. Oppenheimer, V. Pres. B. Douglas, Sec. Treas. Gen. Man. & Pur. Agt. P. N. Smith, Ch. Engr. Chas. E. Stoess.

DIRECTORS.—J. A. Webster, Isaac Oppenheimer, E. A. Wyld, D. Oppenheimer, B. Douglas.

GENERAL OFFICE, Columbia St., New Westminster, B. C.

Date of information, Apr., 1895.

NEW WHATCOM, WASH.

Population in 1890, 2,140.

Bellingham Bay Electric Street Railway Co.—This road is leased to S. Z. Mitchell, who also owns the Fairhaven & New Whatcom Ry.

CAPITAL STOCK, $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 cars, of which 4 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. S. Z. Mitchell, 1st V. Pres. Edward Fischer, 2d V. Pres. T. W. Gillette, Sec. & Man. Norman Tucker, Treas. V. A. Roeder.

Date of information, Mar., 1898. d z

NEW YORK, N. Y.

Population in 1880, 1,206,229, in 1890, 1,515,302, in 1896, 1,945,371.

Bleecker Street & Fulton Ferry Railroad Co.—Chartered Dec. 12, 1864. Annual meeting fourth Monday in Jan.

Leased to Metropolitan Street Ry. Co. (originally to Twenty-third Street Ry. Co. for 99 years), for a rental of $62,500 per annum, equivalent to interest on funded debt, and a dividend of 1½ p. c. on capital stock.

Capital Stock, authorized and issued $900,000; par value, $100 per share. Dividends 1½ p. c., payable Jan. and July.

Funded Debt.—*First mortgage 7 p. c., bonds, authorized and issued, $700,000; dated Jan. 1, 1876, due 1900; int. payable Jan. and July.

*Extended Jan. 1, 1900, for 50 years at 4 p. c.

Balance Sheet.—Dated, June 30, 1899, (Same in 1897–8).

Assets.		Liabilities.	
Cost of road and equipment	$1,801,932	Capital stock	$900,000
		Funded debt	700,000
		Profit and loss	201,932
Total	$1,801,932	Total	$1,801,932

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Same as Metropolitan Street Ry. Co.

General Office, 621 Broadway.

Date of information, Mar., 1900. z

For map of road see inset between pages 172 and 173.

Broadway & Seventh Avenue Railroad Co.—Chartered May 26, 1864. Annual meeting second Monday in June.

Leased to Metropolitan Street Ry. Co. (originally, on May 13, 1890, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 10 p. c. per annum on the company's capital stock.

Capital Stock, authorized and issued, $2,100,000; par value, $100 per share. A controlling interest in this stock is owned by the Metropolitan Street Ry. Co.

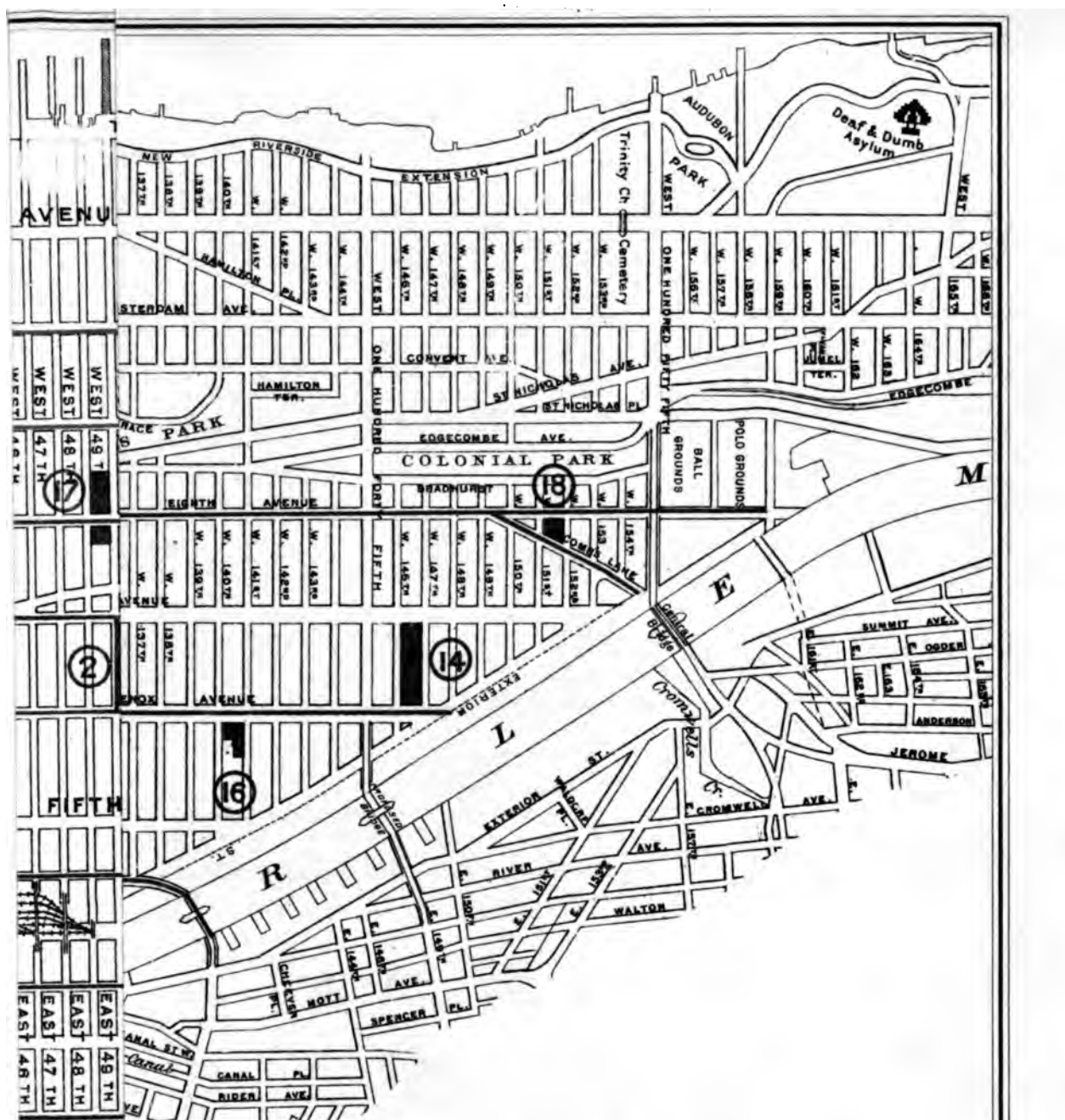
Funded Debt.—Total authorized, $14,5000,000; amount issued, $9,650,000, as follows: First mortgage 5 p. c. bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated June 1, 1884, due 1904; denom. $1,000; int. payable June and Dec.

Second mortgage 5 p. c. bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1884; due 1914; denom. $1,000; int. payable Jan. and July.

First consolidated mortgage 5 p. c. gold bonds, authorized, $12,500,000, issued, $7,650,000; in escrow (see Note), $4,850,000; coupon, but may be registered; dated Dec. 1, 1893, due 1943; denom. $1,000; int. payable (gold) June and Dec. at office of New York Guarantee & Indemnity Co., of New York, trustee of mortgage. These bonds are listed on the New York Stock Exchange, and guaranteed by the Metropolitan Street Ry. Co.

$1,125,000 of the Broadway Surface R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,500,000, dated July 1, 1884, due 1924; denom. $1,000; int. payable Jan. and July. The remainder of this issue ($375,000) is guaranteed by the Twenty-third Street Ry. Co.

Please note date of information at end of each report.



HORSE LINES IN RED.

University Place,	1.98	Miles.
Seventh Avenue,	9.44	"
Ninth Avenue,	9.09	"
Twenty-third Street,		"
" 34th St. Ferry Br.,	1.40	"
Fourteenth Street,	3.40	"
Bleecker St. and Fulton Ferry,	9.97	"
Avenue C,	6.17	"
" " 10th St. Ferry and Pitt and Ridge Sts. Branch,	1.39	"
Chambers Street,	4.24	"
" " Roosevelt St. Ferry Branch,	0.66	"
Metropolitan Cross-Town to 14th Street Ferry, N. R.	6.26	"
Metropolitan Cross-Town, Desbrosses St. Ferry Br.,	1.41	"
Forty-second Street and Grand Street Ferry,	8.66	"
Central Park, N. and E. Rivers, Eastern Belt Line,	13.05	"
Central Park, N. and E. Rivers, Western Belt Line,	10.49	"
Thirty-fourth St. Cross-Town,	1.74	"
Fulton Street R.R.,	2.00	"
New York and Harlem R.R.,	2.15	"
28th and 29th Sts. Cross-Town,	4.85	"
Second Avenue R.R.,	15.09	"
Total,	113.44	Miles.

ON IN BLUE.

	10.20	Miles.
	6.52	"
	8.62	"
	2.50	"
ctric,	3.76	"
	3.02	"
tric,	16.46	"
	13.50	"
	18.31	"
	6.52	"
ers, ectric,	3.08	"
	10.52	"
	4.38	"
	107.39	Miles.

GREEN, 11.24 MILES.

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South Ferry R. R. Co's. first mortgage 5 p. c. bonds, authorized and issued, $350,000; coupon, but may be registered; dated Apr. 1, 1889, due 1919; denom. $1,000; int. payable Apr. and Oct.

Note.—$4,850,000 of the first consolidated mortgage bonds are held in escrow to redeem at maturity the company's first and second mortgage bonds, its guaranteed mortgage obligations, and $375,000 of the Broadway Surface R. R. Co.'s first mortgage bonds now guaranteed (principal and interest) by the Twenty-third Street Ry. Co. The consolidated mortgage is otherwise a first lien upon the entire line of cable railroad from 59th Street through Seventh Avenue and Broadway to the Battery, upon the power house properties, and upon the company's personal property and equipment. The titles to the power house properties have been insured by the Title Guarantee & Trust Co., of New York, to the amount of $4,000,000.

The company has also guaranteed the interest on the Broadway Surface R. R. Co.'s second mortgage 5 p. c., bonds, authorized and issued, $1,000,000; dated July 1, 1885, due 1905; denom. $1,000; int. payable Jan. and July.

Dividends.—10 per cent., payable quarterly, in Jan., Apr., July and Oct.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road.....	$12,663,950	$12,663,950	$13,250,799	$13,332,776
" equipment	507,801	507,801		
Open accounts...	52,500	52,500	52,500	52,500
Total	$13,224,251	$13,224,251	$13,303,299	$13,385,276
LIABILITIES.				
Capital stock	$ 2,100,000	$ 2,100,000	$ 2,100,000	$ 2,100,000
Funded debt	9,650,000	9,650,000	9,650,000	9,650,000
Dividends unpaid	52,500	52,500	52,500	52,500
Other assets.....	1,421,751	1,421,751	1,500,799	1,582,776
Total.....	$13,224,251	$13,224,251	$13,303,299	$13,385,276

Plant and Equipment.—See Metropolitan St. Ry. Co.

General Office, 621 Broadway.

References.—Description of road, Vol. VIII, Aug., '92, p. 470; Vol. VIII, May, '92, p. 278 (ill.); Vol. X, Feb., '94, p. 106 (ill.); increase of bonds, Jan., '94, p. 78; description of power plant construction, Vol. VIII, June, '92, p. 339 (ill.); Vol. VIII, July, '92, p. 428; at 50th St., Vol. IX, Jan., '93, p. 4 (ill.); at Front St., Vol. IX, Jan., '93, p. 6 (ill.); at Houston St., Vol. IX, Apr., '93, p. 203 (ill.); description of track construction, Vol. VI, Nov., '90, p. 557 (ill.); Vol. VII, June, '91, p. 290 (ill.); Vol. VII, Aug., '91, p. 424 (ill.); Vol. VIII, Feb., '92, p. 66 (ill.); details of construction, Vol. VIII, Nov., '92, p. 688 (ill.); description of curve construction, Vol. IX, June, '93, p. 360 (ill.); description of new car, Vol. IX, Jan., '93, p. 18; description of grip, Vol. IX, Aug., '93, p. 517 (ill.); operating detail, Vol. IX, July, '93, p. 469 (ill.).

Date of information, Mar., 1900. z

For map of road see inset between pages 172 and 173.

Central Crosstown Railroad Co.—Chartered, Mar. 28, 1873. Annual meeting first Tuesday in Oct. This company leased the property of the Christopher & Tenth Street R. R. Co., on May 28, 1890, at a rental of 8 per cent. per annum on its capital stock and interest on its funded debt. The capital stock of this company is controlled by the Metropolitan Street Ry. Co.

Capital Stock, authorized and issued, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c., coupon bonds, authorized and issued $250,000; due Nov. 1, 1922; denom. $1,000; int. payable May and Nov. at office of company.

Operation.—Year ending Dec. 31.

	1895.	1896.	1897.	1898.	1899.
Receipts from operation.	$542,088	$571,303	$570,905	$595,017	$603,308
" other sources..	5,403	4,964	6,006	5,064	4,740
" total.....	547,491	576,267	576,911	600,082	608,048
Operating expenses.....	379,523	409,774	396,988	408,816	423,900
Earnings from oper'n...	167,968	166,493	179,923	191,266	184,148
Deductions from earn.					
Interest on bonds	21,325	15,000	15,000	15,000	15,000
Taxes.....	16,367	11,653	16,077	14,841	31,083
Rentals	63,834	77,107	78,344	80,028	67,590
Net income.....	66,442	62,733	70,502	81,396	70,475
Dividends paid	42,000		60,000	60,000	60,000
To surplus account.....	24,442		10,502	31,396	10,475
Total surplus account*..	17,101	24,115	†11,596	†8,960	1,514
P.c.op.exp.to tot. recpts.	69.4	71.2	68.8	68.1	69.7

*On June 30, 1895-6-7-8. † Deficit.

Dividends.—For the year ending Dec. 31, 1892-3-4-5, 7 p. c.; for the year ending June 30, 1896, 8½ p. c.; 1897-8-9, 10 p. c.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.....	$761,246	$840,000	$840,000	$840,000	$840,000
" equipment.	78,754				
Other perm invest.	1,000	1,000	1,000	1,000	1,000
Supplies.....		8,113	4,585	3,537	2,856
Cash.....	39,545	19,672	14,017	5,116	8,513
Open accounts....		3,235	30,289	14,399	34,797
Profit and loss (def)			14,858		
Total.....	$880,505	$872,020	$904,749	$864,052	$887,166
LIABILITIES.					
Capital stock	$600,000	$600,000	$600,000	$600,000	$600,000
Funded debt	250,000	250,000	250,000	250,000	250,000
Interest		2,500	2,500	2,500	2,500
Open accounts.....	2,860	18,235	52,249	7,864	33,152
Profit and loss (sur.)	27,685	1,285		3,688	1,514
Total	$880,545	$872,020	$904,749	$864,052	$877,166

Plant and Equipment.—Miles of track (horse), owned, 4.148, leased, 10.257, total, 14,385; gauge, 4 ft. 8½ in., 52 lb. rail; 669 horses, 114 horse cars.

Officers.—Pres. Pierre Jay, V. Pres. J. Sanford Barnes, Jr., Sec. & Treas. Thomas J. Regan.

Directors.—Pierre Jay, J. Sanford Barnes, Jr., F. Dewitt Wells, John D. Crimmins, Jr., G. G. Haven, Jr., H. H. Hollister, Thomas F. Ryan, Thomas J. Regan, Daniel H. Shea, J. J. Traynor, W. C. Whitney, G. W. Linch, Sheppard Gandy.

General Office, 170 Christopher St.

Reference.—Description of road (brief), Vol. VIII, Sept., '92, p. 539.

Date of information, Mar., 1900. z

For map of road see inset between pages 172 and 173.

Central Park, North & East River Railroad Co.—Chartered July 19, 1860. Annual meeting third Tuesday in Oct. This company operates cars over the tracks of the Dry Dock, East Broadway & Battery R. R. Co., under a lease dated Jan. 5, 1878, and pays a rental of $750 per annum. The company has also a perpetual lease of the track of the New York Central & Hudson River R. R. Co. from 30th Street to Canal Street, through 10th Avenue and West Street, and in compensation therefor agrees to keep the pavement in repair, as required by law.

Leased, to the Metropolitan Street Ry. Co. (originally to the Metropolitan Crosstown Ry. Co. on Oct. 14, 1892), for a rental equivalent to 8 p. c. per annum for five years ending Oct. 1, 1897, and now paying 9 p. c. per annum.

Capital Stock, authorized and issued, $1,800,000; par value, $100 per share. Dividends payable quarterly, Jan., Apr., July and Oct. A controlling interest in the stock of this company is owned by the Metropolitan Traction Co.

Funded Debt.—First consolidated mortgage 7 p. c., bonds, authorized and issued, $1,200,000; dated Dec. 1, 1872, due 1902; denom. $1,000; int. payable June and Dec.

Balance Sheet.—Dated June 30,

ASSETS.	1896-7-8.	1899.
Cost of road.....	$2,359,537	$2,962,538
" equipment.....	450,630	529,086
Profit and loss.....	189,833	189,833
Total.....	$3,000,000	$3,681,357
LIABILITIES.		
Capital stock.....	$1,800,000	$1,800,000
Funded debt.....	1,200,000	1,200,000
Additions and betterments.....		681,357
Total.....	$3,000,000	$3,681,357

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Same as Metropolitan Street Ry. Co.

General Office, 621 Broadway, New York.

References.—Description of road (brief), Vol. VIII, Sept., '92, p. 538; Vol. VIII, Sept., '92, p. 539; stables, Vol. VII, Mar., '91, p. 118 (ill.); Vol. VII, Dec., '91, p. 694 (ill.).

Date of information, Mar., 1900. b z

For map of road see inset between pages 172 and 173.

The Christopher & Tenth Street Railroad Co.—Chartered Apr. 25, 1873. Annual meeting first Tuesday in June.

Leased on May 1, 1890, to the Central Crosstown R. R. Co. for a rental equivalent to interest on funded debt and a dividend of 8 p. c. on capital stock.

Capital Stock, authorized and issued, $650,000; par value, $100 per share. Dividends 8 p. c., payable quarterly Jan., May, July and Oct.

Funded Debt.—First mortgage 4 p. c. bonds, outstanding $210,000; due Oct. 1, 1918; int. payable Apr. and Oct.

Balance Sheet.—Dated June 30, 1898 (Same in 1896-7).

Assets.		Liabilities.	
Cost of road and equip.	$766,211	Capital stock.....	$650,000
Real estate.....	66,700	Funded debt.....	210,000
Profit and loss (deficit).	27,089		
Total.....	$860,000	Total.....	$860,000

Officers.—Pres. Alfred Wagstaff, V. Pres. Geo. H. Prentiss, Sec. & Treas. Geo. W. Linch.

General Office, 168 Christopher St.

Date of information, Mar., 1900. z

For map of road see inset between pages 172 and 173.

Dry Dock, East Broadway & Battery Railroad Co.—Chartered Dec. 8, 1863. Annual meeting second Tuesday in Jan. 11,280 shares out of 12,000 shares of the capital stock of this company have been purchased by the Third Avenue R. R. Co.

Capital Stock, authorized and issued, $1,200,000; par value, $100 per share. Dividends paid quarterly Feb., May, Aug. and Nov.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $950,000; dated Dec. 1, 1892, due 1932; denom. $1,000; int. payable June and Dec., at Fifth National Bank; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

5 p. c. certificates of indebtedness, authorized, $1,200,000, issued, $1,100,000, cancelled, $100,000; dated Feb. 1, 1884, due 1914; denom. $100; int. payable Feb. and Aug., at office of company.

Note.—The unissued treasury bonds may be issued at any time for improvements.

Dividends, in 1891-2, 5 p. c.; in 1892-3, 6 p. c.; in 1893-4, 2½ p. c.; in 1894-5, 4½ p. c.; in 1895-6, 6 p.c.; in 1896, 6 p. c., in 1897, 4½ p. c.; in 1898, 6 p. c.; in 1899, 4½ p. c.

Operation.—Year ending

	Dec. 31, 1895.	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Receipts from operat'n.	$737,946	$717,262	$687,648	$669,713	$626,532
" other sources.	10,497	11,617	10,854	5,754	5,791
" total.....	748,443	728,879	698,502	675,467	632,323
Operating expenses...	557,074	531,862	518,516	468,075	464,207
Earnings from operat'n	191,369	197,017	179,986	207,392	168,116
Deductions from earn.					
Interest.....	99,323	100,414	101,780	102,500	102,500
Taxes.....	34,528	29,366	31,147	29,298	28,374
Rentals.....	4,261	4,794			
Net income.....	53,256	62,443	47,060	75,594	37,242
Dividends paid †.....	54,000	72,000	54,000	72,000	54,000
Per cent. op. exp. to total receipts.....	74.5	72.8	74.2	69.6	73.4

† For years ending June 30.

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1895.	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Cost of road and equip...	$3,156,931	$3,161,065	$3,197,708	$3,212,637	$3,226,947
Supplies.....	45,179	47,363	20,020	24,048	27,378
Open accounts.		19,093	24,313	65,508	71,069
Cash.....	8,130	11,767	42,877	10,052	8,512
Other assets...	10,929				
Profit and loss (deficit).....	10,166	23,693	11,018	7,424	24,182
Total.....	$3,231,335	$3,262,981	$3,295,936	$3,319,659	$3,358,088
LIABILITIES.					
Capital stock.	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000
Funded debt.	900,000	935,000	950,000	2,050,000	2,050,000
Cert. of indebt	1,100,000	1,100,000	1,100,000		
Accrued int...	26,631	26,569	26,875	26,875	26,875
Open accts...		1,412	8,342	31,360	69,989
Other liabil...	4,704		10,719	11,424	11,224
Total.....	$3,231,335	$3,262,981	$3,295,936	$3,319,659	$3,358,088

Plant and Equipment.—Miles of track (horse), 20.48; gauge, 4 ft. 8½ in.; 47 lb. 60 lb. and 90 lb. c. and s. b. rail; 1,027 horses, 166 horse cars.

Officers.—Pres. & Supt. J. W. Lynch, Sec. & Treas. J. Byrne.

Directors.—J. Byrne, J. H. Waydell, Henry Hart, Albert J. Elias, John E. Parsons, E. Lauterbach, Wm. H. Webb, Chas. Remsen, Henry Iden, David C. Andrews, Alexander Hadden, G. H. Leavitt.

General Office, 605 Grand St.

References.—Description of road, Vol. VIII. Sept., '92, p. 538; stables and car house, Vol. VII, Jan., '91, p. 25 (ill.); new car, Vol. XII, June, '96, p. 360 (ill.); storage battery cars, Vol. XIV, Apr., '98, p. 210.

Date of information, Mar., 1900. b x

Eighth Avenue Railroad Co.—Chartered Jan. 10, 1855. Annual meeting second Wednesday in Jan. In Jan., 1896, this company leased its property to the Metropolitan Street Ry. Co., for 99 years, at a rental of $215,000 per annum, and a guarantee by the lessee to spend $1,000,000 for improvements in 1895-6, the betterments to revert to the lessors at expiration of lease. The lessee also pays taxes.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share. Dividends payable quarterly Jan., Apr., July and Oct.

Funded Debt.—6 p. c. certificate of indebtedness, $1,000,000; dated Feb. 1, 1884, due, 1914; int. payable Feb. and Aug.

Operation.—Included in report of Metropolitan Street Ry. Co.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road....	$1,318,883	$1,318,935	$1,318,935	$1,318,935	$1,318,935
Cost of equipm't	342,394	342,394	342,394	342,394	342,394
Stock other cos..	4,880	4,880	4,880	4,880	4,880
Bonds " "	250,000	250,000	250,000	250,000	250,000
Cash.....	17,376	8,256	60,254	3,396	57,773
Loans.....	55,000				
Open accounts..	2,200				
Supplies.....	20,278	14,255	14,255	14,255	14,255
Pft. & loss (def.)	13,989	86,279	34,282	91,940	36,763
Total.....	$2,025,000	$2,025,000	$2,025,000	$2,025,000	$2,025,000
LIABILITIES.					
Capital stock....	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Funded debt....	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Accrued interest.	25,000	25,000	25,000	25,000	25,000
Total.....	$2,025,000	$2,025,000	$2,025,000	$2,025,000	$2,025,000

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. Jacob Hays. V. Pres. James Affleck, Sec. & Treas. Jas. G. Affleck, Asst. & Act'g Sec. Joseph Tate.

Directors.—G. Law, J. Hays, E. St. J. Hays, J. H. Goodwin, J. J. O'Donohue, J. Pettigrew, Springfield, Mass.; J. Tate, Staten Island, N. Y.; W. Ravesteyn, Brooklyn; J. Englis, Brooklyn; Peter Armistead, Jr., New York City; J. Affleck, J. G. Affleck, Yonkers, N. Y.

General Office, 8th Ave. and 50th St.

Reference.—Description of road, Vol. VIII, Sept., '92, p. 538.

Date of information, Mar., 1900. b z

For map of road see inset between pages 172 and 173.

Fort George & Eleventh Avenue Railway Co.—Chartered on Nov. 19, 1898, for the purpose of building a conduit electric line from 130th St. and 11th Ave. to 182d St. and 11th Ave., and 145th and 11th Ave. to 145th St. at Harlem River, and another 13 miles long from Manhattan Avenue and 116th St. to northerly limits of New York City at Kingsbridge Road, with numerous branches. It is now announced that construction work is to be commenced without delay.

Capital Stock, authorized, $3,000,000.

Officers.—Pres. John J. Little, Jr., V. Pres. Ambrose F. McCabe, Sec. Clement M. Cumming, Treas. D. C. Moorehead.

General Office, 621 Broadway.

Date of information, Mar., 1900. z

Forty-second Street & Grand Street Ferry Railroad Co.—Chartered, Feb. 16, 1862. Annual meeting second Tuesday in Mar.

Leased to the Metropolitan Street Ry. Co. (originally on Apr. 6, 1893, to the Metropolitan Crosstown Ry. Co.), for a rental equivalent to 18 p. c. upon the capital stock.

Capital Stock, authorized, $750,000, issued and outstanding, $748,000; par value, $100 per share; dividends payable quarterly in Feb., May, Aug. and Nov. A controlling interest in this stock is owned by the Metropolitan Street Ry. Co.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $250,000, issued, $236,000; matured Apr. 1, 1893, extended to Jan. 1, 1909; denom. $1,000; int. payable Apr. and Oct.

Balance Sheet.—Dated June 30, 1899. (Same for 1896-7-8.)

Assets.		Liabilities.	
Cost of road.....	$ 913,045	Capital Stock.....	$ 748,000
" equipment....	119,075	Funded debt.....	236,000
		Profit and loss (surpl's)	48,121
Total.....	$1,032,121	Total.....	$1,032,121

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Same as Metropolitan Street Ry. Co.

Date of information, Mar., 1900. z

For map of road see inset between pages 172 and 173.

Please note date of information at end of each report.

The Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Co.—Chartered, Aug. 29, 1878. Annual meeting third Thursday in Jan. 16,711 out of 25,000 shares of the capital stock of this company have been purchased by the Third Avenue R. R. Co. On Mar. 19, 1900, Hugh J. Grant was appointed receiver of this company on the application of Lorain Steel Co.

Capital Stock, authorized and issued, $2,500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $1,200,000; dated Mar. 1, 1880, due 1910; denom. $1,000; int. payable Mar. and Sept. at office of Union Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c., income bonds, authorized, $1,600,000, issued, $1,500,000; dated Jan. 1, 1885, due 1915; denom. $1,000; int. payable, if earned, Jan. and July.

5 p. c. real estate mortgage, $100,000.

Operation.—Year ending

	Dec. 31, 1895.	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Rec. from oper'n..	$622,337	$710,501	$720,063	$703,976	$569,288
" other....	4,000	5,125	4,433	833	2,927
" total.....	626,337	715,626	724,496	704,809	572,215
Operating expenses	527,155	570,074	604,097	622,925	574,650
Earn. from oper'n.	99,182	145,552	120,400	81,884	‡2,435
Deduct. from earn.					
Int. on bonds....	72,000	72,000	72,000	72,000	72,000
Taxes	36,000	36,000	36,000	36,000	38,260
Rentals	9,800	8,600			
Other deduct...	5,000	3,750	5,000	10,695	13,368
Net income.....	‡23,619	25,202	7,400	‡36,811	‡126,063
P. c. op. exp. to tot. receipts.....	84.2	79.7	83.3	88.4	100.4

‡ Deficit.

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Road and equipment....	$5,380,908	$5,410,445	$5,419,199	$5,395,574
Stocks and bonds.....	1,500	1,500	1,500	1,500
Supplies.....	8,483	7,492	6,857	5,895
Open accounts.....	35,451	7,800	8,533	11,146
Cash	3,237	10,229	10,920	2,920
Profit and loss (deficit)..	49,791	48,839	85,749	211,811
Total.....	$5,479,370	$5,486,405	$5,532,758	$5,628,846
LIABILITIES.				
Capital stock.....	$2,500,000	$2,500,000	$2,500,000	$2,500,000
Funded debt.....	2,700,000	2,700,000	2,700,000	2,700,000
Real estate mortgage...			100,000	100,000
Bills payable.....	175,000	165,000		
Accrued interest.....	24,000	24,000	24,000	24,000
Wages and supplies	59,379	57,964	93,956	72,159
Open accounts.....	20,991	39,441	29,803	22,687
Loans.....			85,000	210,000
Total.....	$5,479,370	$5,486,405	$5,532,758	$5,628,846

Plant and Equipment.—Miles of track (horse), 24.9; gauge, 4 ft. 8½ in.; 47 lb. to 60 lb. T and tram rail; 1,342 horses, 183 cars, Brill, Lewis & Fowler and Stephenson cars.

Officers.—Pres. John Beaver, Sec. Treas. & Supt. Thos. A. Maher.

Directors.—Henry Hart, J. E. Parsons, Edw. Lauterbach, W. H. Webb, Chas. Remsen, H. Iden, A. J. Elias, D. C. Andrews, G. H. Leavitt, J. H. Waydell, John Byrns, Alexander Hadden.

General Office, 118 E. 42d St.

Reference.—Description of road, Vol. VIII, Sept., '92, p. 539.

Date of information, Mar., 1900. b x

Fulton Street Railroad Co.—Chartered Oct. 29, 1895, as the successor to the North & East River R. R. Co. The entire capital stock of this company is owned by the Metropolitan Street Ry. Co.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized and issued, $500,000; dated Nov. 1, 1895, due 1995; coupon, but may be registered; int. payable May and Nov. at office of Guaranty Trust Co., of New York. These bonds are guaranteed principal and interest by the Metropolitan Street Ry. Co.

Operation.—Year ending June 30,

	1897.	1898.	1899.
Gross receipts	$61,840	$59,743	$47,553
Operating expenses.....	34,113	32,151	33,421
Earnings from operation.....	27,726	27,592	14,132
Deductions from earnings.			
Interest.....		20,000	20,000
Taxes	23,854	2,993	1,805
Due other companies	3,872	4,599	
Net surplus.....			*7,673

* Deficit paid by Metropolitan Street Ry. Co. under operating agreement.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equip....	$1,000,000	$1,004,694	$1,000,000	$1,000,000
Cash	4,897	6,171	4,963	4,462
Open accounts.....	30	840	250	275
Profit and loss (deficit)....	42			
Total	$1,004,969	$1,007,011	$1,005,213	$1,004,737
LIABILITIES.				
Capital stock.....	$ 500,000	$ 500,000	$ 500,000	$ 500,000
Funded debt	500,000	500,000	500,000	500,000
Accrued interest and taxes.	4,535	7,011	5,213	4,737
Rent	433			
Profit and loss (surplus)...				
Total	$1,004,969	$1,007,011	$1,005,213	$1,004,737

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. H. H. Vreeland, Sec. Chas. E. Warren, Treas. H. S. Beattie.

Directors.—H. H. Vreeland, D. B. Hasbrook, Chas. E. Warren, H. S. Beattie, H. A. Robinson, P. A. B. Widener, W. L. Elkins, Thos. F. Ryan, R. L Anderton, Jr.

General Office, 621 Broadway.

Date of information, Mar., 1900. b z

For map of road see inset between pages 172 and 173.

Wall & Cortlandt Street Ferries Railroad Co.—This company is the owner of the property of the Fulton, Wall Street & Cortlandt Street Ferries R.R. Co., which was chartered June 20, 1885 and sold under foreclosure on Aug. 25th.

Capital Stock, authorized, $1,000,000.

Directors.—F. D. Moffat, Charles Base, K. S. Hogg, E. L. Conant, H. W. Bean, M. E. Gill, J. P. Sheffield.

General Office, 45 William St.

Date of information, Mar., 1900. z

Kingsbridge Railway Co.—Chartered Jan. 25, 1898, to construct an electric railway from Manhattan St. to the city line, about 9 miles. Annual meeting Wednesday after second Monday in Nov. Municipal franchise is now under consideration of the Commissioners of Railroads of New York City.

Capital Stock, authorized, $1,000,000, issued, $8,600.

Officers.—Pres. A. J. Elias, V. Pres. Henry Hart, Sec. D. C. Andrews, Treas. John Beaver, Gen. Man. John H. Robertson.

General Office, East 128th St., N. Y. City.

Date of information, July, 1899. b

Manhattan Railway Co.—Chartered Dec. 29, 1875. Annual meeting second Wednesday in Nov. On May 20, 1879, the company leased the lines of the New York Elevated R. R. Co. and the Metropolitan Elevated Ry. Co., and on June 4, 1891, the lines of the Suburban Rapid Transit Co. The entire outstanding stock of these three companies has now been exchanged for that of the Manhattan Ry. Co., and the three companies named have been consolidated with the company. The company now owns and operates all the elevated railroads in New York City. It has a transfer agreement with the Third Avenue R. R. Co., whereby passengers are transferred from the cars of one company to those of the other for an additional fare of three cents.

Capital Stock, authorized and issued, $48,000,000; par value, $100 per share. On Mar. 2, 1899, the Railroad Commissioners authorized an increase in capital stock to $48,000,000 from $30,000,000 for electrical equipment and improvement of road. Dividends payable quarterly in Jan., Apr., July and Oct., at 195 Broadway, New York.

Funded Debt.—First consolidated mortgage 4 p. c. gold bonds, authorized (present mileage), $40,000,000, issued, $23,721,000, in escrow (see Note), $15,818,000; coupon, but may be registered; dated Apr. 1, 1890, due 1990; denom. $1,000; int. payable Apr. and Oct., at office of Mercantile Trust Co.; trustee of mortgage, Central Trust Co., of New York.

METROPOLITAN ELEVATED RY. CO.

First mortgage 6 p. c. gold bonds, outstanding, $10,818,000; coupon, but may be registered; dated, July 10, 1878, due 1908; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. bonds, outstanding, $4,000,000; coupon, but may be registered; dated Nov. 1, 1879, due 1899; denom. $1,000; int. payable May and Nov., at office of Mercantile Trust Co., of New York, trustee of mortgage.

NEW YORK ELEVATED RY. CO.

5 p. c. debenture bonds outstanding, $1,000,000; dated Mar. 1, 1886, due 1916; denom. $1,000; int. payable Mar. and Sept., at office of Mercantile Trust Co., of New York.

Please note date of information at end of each report.

Note.—$15,818,000 of the consolidated mortgage bonds are held in escrow to retire the bond issues of constituent corporations assumed by the Manhattan Ry. Co.

Consolidated mortgage bonds may be issued in excess of $40,000,000 for extensions of mileage only, at a rate not exceeding $300,000 per mile of single track and $600,000 per mile of double track.

Operation.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	June 30, 1899.
Rects. from op..	$9,402,775	$9,128,112	$9,287,677	$8,761,428	$8,719,496
" other sources	328,438	185,773	189,375	204,423	340,600
" total.....	9,731,213	9,313,885	9,477,052	8,965,851	9,060,096
Oper. expenses.	5,533,959	5,410,463	5,318,304	5,293,760	5,261,167
Earn. from op..	4,197,254	3,903,422	4,158,748	3,672,091	3 798,929
Deductions.					
Int. on bonds.	2,315,582	2,638,059	1,892,532	1,889,682	1,889,681
Taxes.	672,315		785,587	712,655	788,736
Net income....	1,209,087	1,265,363	1,480,629	1,069,754	1,120,512
Divs. paid.....	1,800,000	1,800,000	1,200,000	1,200,000	*1,380,000
To surplus acc.	†590,913	†534,637	280,629	†130,246	†259,488
P. c. op. exp. to total receipts.	56.8	58.1	56.1	59 0	58.0

* 3 p. c. on $30,000,000, 1 p. c. on $48,000,000.
† Deficit.

OPERATING EXPENSES.

Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Maint. of way & structures.....	$ 548,521	$ 562,984	$ 519,432	$ 509,106	$ 443,908
Maint. of equipm	631,509	680,389	641,255	632,885	611,026
Cond. transp't'n,	3,890,710	3,937,936	3,803,806	3,832,829	3,825,467
Gen. expenses..	343,224	349,649	337,859	351,837	380,766
Total.....	$5,413,964	$5,530,958	$5,302,352	$5,326,657	$5,261,167

STATISTICS OF OPERATION.

Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Pass. car..	187,614,985	185,138,636	182,964,851	183,360,846	174,324,575
Tr mileage	9,275,558	9,827,702	9,910,965	10,032,003	10,205,773
Gr. earngs p. tr. mile	$1.17	$1.05	$.95	$.95	$.887
Gr.op.exp. p. tr. mile	.60	.58	.56	.56	.515
Op. exp. p. pass. car'd	.0288	.0299	.0290	.0290	.0301

Dividends.—1884, 3 p. c.; in 1885–6–7, 6 p. c.; in 1888, 5 p. c.; in 1889, 1 in cash and 4½ in scrip; in 1890, 4½ in cash and 1½ in scrip; in 1891–2–3–4–5–6, 6 p. c.; in 1897–8–9, 4 p c.

Balance Sheet.—Dated Dec. 31.

ASSETS.	1896.	1897.	1898.	1899.
Cost of r'd and equip.	$58,397,081	$59,192,377	$61,005,498	$63,227,241
Cost of leases.....	14,014,000	14,014,000	14,014,000	14,014,000
Real estate.....	2,569,460	2,572,444	2,607,133	3,114,780
Supplies on hand	257,156	256,123	235,804	246,516
Cash assets.....	238,153	264,161	256,652	258,668
Other assets.....	504,769	559,357	126,318	358,455
Estate Jay Gould, suretyship.....	300,000	300,000	300,000	300,000
Redemption of N. Y. Elev. 1st mort. bonds	89,574	12,962	8,622	4,524
Loaned on collateral..				13,568,000
Total.....	$76,370,193	$77,171,424	$78,554,027	$95,092,184

LIABILITIES.				
Capital stock.....	$30,000,000	$30,000,000	$30,000,000	$47,993,688
Funded debt	39,546,000	39,546,000	39,546,000	39,802,000
Int. on fund. debt due & accrued	354,481	352,332	367,332	297,529
Dividends unpaid...	32,370	122,374	12,374	7,358
Due for wages and supplies.....	944,500	353,266	368,196	370,383
Other liabilities.....	1,210,495	2,234,476	3,827,395	453,382
Taxes in litigation..				1,870,313
Profit and loss (sur)..	4,282,347	4,562,976	4,432,730	4,297,531
Total.....	$76,370,193	$77,171,424	$78,554,027	$95,092,184

Plant and Equipment.—Miles of track (elevated steam), 109.57, of road, 36.19; gauge, 4 ft. 8½ in.; 63 lb. to 90 lb. T rail; 1,122 cars, 334 locomotives.

Officers.—Pres. G. J. Gould, V. Pres. Alfred Skitt, Sec. & Treas. D. W. McWilliams, Gen. Man. Wm. E. Baker, Audr. E. F. J. Gaynor, Elec. Engr. L. B. Stillwell, Ch. Engr. Geo. H. Pegram, Asst. Engr. L. Moss, Master Mechanic M. McNally.

Directors.—G. J. Gould, Lakewood, N. J.; E. Gould, H. Gould, Tarrytown, N. Y.; R. M. Gallaway, G. P. Morosini, D. Mackay, Russell Sage, S. Sloan, W. B. Smith, Thos. T. Eckert, Marcellus Hartley, Alfred Skitt, John T. Terry, A. L. Hopkins.

General Office, 195 Broadway.

References.—Description of terminal and coaling plant, Vol. X, Feb., '94, p. 82 (ill.); operating detail, Vol. X, Dec., '94, p. 771 (ill.); report of accidents, Vol. VIII, Aug., '92, p. 459; description of road (brief) Vol. XII, Oct, '96, p. 602; trial of compressed air locomotive, Vol. XIII, Sept., '97, p. 570.

Date of information, Feb., 1900. b x

Metropolitan Street Railway Co.—On Dec. 12, 1893, the Houston, West Street & Pavonia Ferry R. R. Co., the South Ferry Ry. Co. and the Broadway R. R. Co. were consolidated into the Metropolitan Street Ry. Co. (charter dated Nov. 29, 1893); and on May 28, 1894, there was a further consolidation of the Metropolitan Street Ry. Co., the Metropolitan Crosstown Ry. Co. and the Lexington Avenue & Pavonia Ferry R. R. Co., the new charter being dated May 18, 1894. On Nov. 17, 1895, the Columbus & Ninth Ave. R. R. Co. was consolidated with the company.

The company leases and operates 10 street railway properties in New York City, having an aggregate mileage (including its own) of 220.83 miles of track. In addition to the above, this company has joint transfer arrangement over 11.24 miles of track belonging to another company. On Mar. 19, 1900, the company announced that it had acquired a controlling interest in the capital stock of the Third Ave. R. R., which is not included in the above statement.

Capital Stock, authorized, $45,000,000, issued, to Jan. 31, 1900, $44,957,400; par value, $100 per share.

Funded Debt.—The direct funded indebtedness of the six constituent companies, now assumed by the Metropolitan Street Ry. Co., (not including the bonds of the Broadway Surface R. R. Co. [$2,500,000] and the South Ferry Ry. Co. [$350,000], which are assumed, principal and interest, by the Broadway & Seventh Avenue R. R. Co. and the Twenty-third Street R. R. Co.) is $21,400,000, as follows:

Metropolitan Crosstown Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $600,000; dated Apr. 1, 1890, due 1920; denom. $1,000; int. payable Apr. and Oct.

Metropolitan Crosstown Ry. Co.'s second mortgage 5 p. c. bonds, authorized and issued, $300,000; dated May 1, 1890, due 1900; denom. $1,000; int. payable May and Nov.

Lexington Avenue & Pavonia Ferry Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $5,000,000; dated Sept. 1, 1893, due 1993; denom. $1,000; int. payable in gold Mar. and Sept. at office of Central Trust Co., of New York, trustee of mortgage.

Columbus & Ninth Ave. R. R. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $3,000,000; dated Sept. 1, 1893, due 1993; denom. $1,000; int. payable Mar. and Sept. at the New York Guarantee & Indemnity Co., trustee of mortgage.

General collateral first mortgage 5 p. c. gold coupon bonds, authorized and issued, $12,500,000; dated Feb. 1, 1897, due 1997; denom. $1,000; int. payable Feb. and Aug. at the National Union Bank, New York; trustee, Guaranty Trust Co., of New York.

The funded indebtedness of the companies leased to and operated by the Metropolitan Street Ry. Co., interest on which has to be met out of the latter's earnings from operation (see "Deductions from Earnings"), is $21,446,000, as follows:

Broadway & Seventh Avenue R. R. Co., (including Broadway Surface R. R. Co.'s bonds, *$2,500,000, and South Ferry Ry. Co.'s bonds, $350,000).....	$12,500,000
Twenty-third Street R. R. Co.....	400,000
Forty-second Street & Grand Street Ferry R. R. Co.....	236,000
Central Park, North & East River R. R. Co.....	1,200,000
Bleecker Street & Fulton Ferry R. R. Co.....	700,000
Eighth Avenue R. R. Co.....	1,000,000
Second Avenue R. R. Co.....	5,410,000
Total.....	$21,446,000

For detailed description of these mortgage bond issues see reports of the several companies.

* As stated elsewhere, $1,500,000 only of these bonds are guaranteed as to principal by the Broadway & Seventh Ave. R. R. Co., the remainder being guaranteed by the Twenty-third St. R. R. Co. Nevertheless, $2,500,000 of the Broadway & Seventh Ave. R. R. Co.'s first mortgage bonds are in escrow to meet the entire issue.

Operation.—The following are the combined operating statistics of all the properties now (1900) owned by or leased to the Metropolitan Street Ry. Co., as reported in the years ending June 30, 1895-99 inclusive. In addition to the earnings of the Metropolitan Street Ry. Co. proper, those of the Eighth Avenue R. R. Co., the New York & Harlem R. R. Co. (street railway division), the Second Avenue R. R. Co. and the Columbus & Ninth Avenue R. R. Co. are included in all the years given.

Years ending June 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from pass.....	$9,152,501	$10,275,015	$10,602,648	$11,363,227	$12,300,470
" other.	372,236	828,721	557,519	657,772	704,550
" total...	9,524,737	11,103,736	11,160,167	12,020,999	13,005,020
Oper. exps. and taxes	6,245,554	6,673,796	6,656,189	6,863,636	6,712,205
E'rn. from op	3,279,183	4,429,940	4,503,978	5,157,346	6,292,815

Please note date of information at end of each report.

The following is a report of the Metropolitan Street Ry. Co. proper for the years ending June 30, 1895-99 inclusive. This report shows the increase of earnings, etc., due to new mileage added to the system by lease and otherwise in specific years.

	1895.	1896.	1897.	1898.	1899.
Rcts. from pass.	$5,484,324	$7,298,263	$8,888,805	$9,938,505	$12,300,470
" other.....	287,936	665,218	547,529	647,297	704,550
" total.....	5,772,260	7,963,481	9,436,334	10,585,802	13,005,020
Oper. expenses	4,183,210	4,011,932	4,810,235	5,300,436	6,048,444
Earn. fr. opern.	2,589,050	3,951,549	4,626,099	5,285,366	6,956,576
Deduc. fr. earn.					
Taxes.....	320,851	413,151	545,176	552,857	663,761
Int. on bonds	70,738	357,500	470,000	590,486	1,055,000
Rentals	1,625,300	1,714,050	2,171,800	2,296,453	2,598,760
Net income....	572,161	1,466,847	1,439,123	1,845,570	2,639,055
Dividends paid.		1,252,500	1,200,000	1,500,000	2,471,675
To surplus acct.		214,347	239,123	345,570	167,380
P. c. op. exp. to total receipts.	55.1	50.3	50.9	50.1	46.5

At the present time (Mar., 1900) the annual interest upon the outstanding mortgage and debenture bonds of the Metropolitan Street Ry. Co. and all its leased properties is $2,180,160, as follows:

Metropolitan Street Ry. Co. direct	$1,055,000
Broadway & Seventh Avenue R. R. Co.	625,000
Twenty-third Street Ry. Co.	22,500
Forty-second Street & Grand Street Ferry R. R. Co.	14,160
Central Park, North & East River R. R. Co.	84,000
Bleecker Street & Fulton Ferry R.R. Co.	49,000
Eighth Avenue R. R. Co.	60,000
Second Avenue R. R. Co.	270,500
Total	$2,180,160

The rentals (exclusive of interest on funded debt), paid by the Metropolitan Street Ry. Co. to the companies which it leases (a large part of which rentals are returned to the treasury through its ownership in their stocks), aggregate $1,481,100, as follows:

Broadway & Seventh Avenue R. R. Co.	$ 210,000
Sixth Avenue R. R. Co.	140,000
Ninth Avenue R. R. Co.	64,000
Twenty-third Street Ry. Co.	108,000
42nd Street & Grand Street Ferry R. R. Co.	134,640
Central Park, N. & E. River R. R. Co.	162,000
Bleecker Street & Fulton Ferry R. R. Co.	13,500
Eighth Avenue R. R. Co.	150,000
New York & Harlem R. R. Co.	350,000
Second Avenue R. R. Co.	148,960
Total	$1,481,100

Balance Sheet.—Dated June. 30,

ASSETS.	1896.	1897.	1898.	1899.
Road and equipment.	$30,517,523	$31,899,101	$33,969,768	$35,255,380
Stocks and bonds owned.....	8,095,669	15,968,348	14,739,572	14,160,572
Other investments....	979,312	7,502.517	1,500,799	3,276,065
Supplies on hand.....	142,859	241,891	231,568	221,422
Due on open accounts.	1,887,772	3,006,537	2,545,787	267,467
Cash on hand.....	113,090	1,163,808	717,289	737,066
Accrued interest.....	420			
New construction			13,008,629	14,297,105
Office furniture.....			15,232	15,292
Total.....	$41,736,644	$59,782,202	$66,728,645	$68,230,369
LIABILITIES.				
Stock.....	$30,000,000	$30,000,000	$39,933,800	$39,938,500
Funded debt.....	9,400,000	27,400,000	21,750,000	21,750,000
Other indebtedness ..	1,209,137	645,003	3,302,294	4,736,222
Profit and loss (surplus).....	1,127,506	1,737,198	1,742,551	1,805,647
Total.....	$22,559,722	$59,782,202	$66,728,645	$68,230,369

Plant and Equipment.—Miles of track leased and operated, 209.25; operated by horses, 92.87, by mechanical traction (cable and underground electric), 116.38; 2,544 cars, of which 750 are horse cars, 500 grip cars, and 1,294 motor cars.

Officers.—Pres. & Gen. Man. H. H. Vreeland, V. Pres. D. B. Hasbrouck, Sec. C. E. Warren, Treas. H. S. Beattie. Audr. D. C. Moorehead, Pur. Agt. A. C. Tully (106 W. 51st St.), Gen. Mast. Mech. Thos. Millen, Engr., M'nce of Way W. B. Read.

Directors.—H. H. Vreeland, C. E. Warren, D. B. Hasbrouck, Brooklyn; H. A. Robinson, Yonkers; H. P. Whitney, P. A. B. Widener, Thos. Dolan, W. L. Elkins, Philadelphia; Thomas Ryan, New York City.

General Office, 621 Broadway.

References.—METROPOLITAN TRACTION CO.—Description of road (brief), Vol. X, Sept., '94, p. 545 (ill.); description of Lexington Ave. power plant, Vol. X, Aug., '94, p. 490 (ill.); annual report, Vol. X, Dec., '94, p. 815; compressed air motors (brief), Vol. XII, June, '96, p. 387. BROADWAY SURFACE RY.—Description of road, Vol. VIII, Aug., '92, p. 472. HOUSTON ST., WEST ST. & PAVONIA FERRY RY.—Description of road, Vol. VIII, Aug., '92, p. 469. METROPOLITAN STREET RY. CO.—Description of Lenox Ave. power plant, Vol. XI, Mar. '95, p. 168 (ill.); description of car house, Vol. X, Nov., '94, 731 (ill.); description of repair shop, Vol. X, Dec., '94, p. 786; operating details, transfers, Vol. X, Dec., '94, p. 789; description of car house and stable, Vol. XI, Jan., '95, p. 46 (ill.); description of conduit const., Vol. XI, Feb., '95, p. 112 (ill.); description of Lexington Avenue system, Vol. XI, Dec., '95, p. 777 (ill.); description of Lenox Avenue Conduit, Vol. XI, July, '95, p. 45 (ill.); new open cars (brief), Vol. XII, July, '96, p. 410; operating detail (brief), Vol. XII, July, '96, p. 428; Vol. XII, Sept., '96, p. 514 (ill.); description of Lenox Ave. line (brief), Vol. XII, Oct., '96, p. 665 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 602; description of new roads (brief), Vol. XIII, Jan., '97, p. 46; conduit construction, Vol. XIII, Sept., '97, p 551 (ill.); dissolving Metropolitan Traction Co., Vol. XIII, Sept., '97, p. 573; conduit construction, Vol. XIII, Dec., '97, p. 825 (ill.); lease of Second Ave. road, Vol. XIV, Apr., '98, p. 81; description of new cars, Vol. XIV, Apr., '98, p. 227 (ill.).

Date of information, Mar., 1900. z

For map of road see inset between pages 172 and 173.

New York & Harlem Railroad Co.—Chartered Apr. 25, 1831. Annual meeting third Tuesday in May. This is a steam railroad operating a line 127 miles long from Grand Central Station, New York City, to Chatham, N. Y., also a horse railway line in New York City from the General Post Office to Harlem. The steam railroad portion is leased to the New York Central & Hudson River R. R. Co. The horse railway property (reported herein) was leased on July 1, 1896, to the Metropolitan Street Ry. Co., for 999 years, at a rental of $350,000 per annum for the first five years and $400,000 per annum thereafter. The capital stock and funded debt are not given, as they cover the steam railroad property as well.

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. C. Vanderbilt, V. Pres. C. C. Clarke, Sec. & Treas. Ed. V. W. Rossiter.

Directors.—C. Vanderbilt, W. K. Vanderbilt, F. W. Vanderbilt S. F. Barger, C. M. Depew, C. C. Clarke, J. B. Dutcher, E. V. W. Rossiter, F. P. Freeman, S. D. Babcock, A. Van Santvoord, R. Schell, W. H. Robertson.

General Office, Grand Central Depot.

References.—Description of old road, Vol. VII, Mar., '91, p. 119 (ill.); description of track, Vol. VII, Dec., '91, p. 665 (ill.); description of road, Vol. VIII, Sept., '92, p. 537; Vol. IX, Jan., '93, p. 10 (ill.); Vol. IX, Feb., '93, p. 90; track construction, Vol. VI, June, '90, p. 280 (ill.).

Date of information, Mar., 1900. z

For map of road see inset between pages 172 and 173.

Ninth Avenue Railroad Co.—Chartered July 29, 1859. Annual meeting third Monday in Jan.

Leased to Metropolitan Street Ry. Co. (originally on Mar. 12, 1892, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 6 p. c. on the capital stock for the first five years and 8 p. c. thereafter.

Capital Stock, authorized and issued, $800,000; par value, $100 per share, dividends payable quarterly Jan., May, July and Oct.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road.....	$189,980	$189,980	$189,980	$189,980
" equipment.....	161,241	161,241	161,241	161,241
Cash assets.....	5,366	18,590	3,024	19,335
Supplies.....	3,544	3,544	3,544	3,543
Stock.....	560	560	560	560
Profit and loss (deficit).....	439,693	426,831	442,311	425,791
Total.....	$800,384	$800,746	$800,660	$800,450
LIABILITIES.				
Capital stock.....	$800,000	$800,000	$800,000	$800,000
Accounts payable.....	384	746	660	450
Total.....	$800,384	$800,746	$800,660	$800,450

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. Jacob Hays, V. Pres. James Affleck; Sec. & Treas. J. G. Affleck, Asst. Sec. & Asst. Treas. Joseph Tate.

General Office, 259 5th Ave.

Date of information, Mar., 1900. z

For map of road see inset between pages 172 and 173.

Second Avenue Railroad Co.—Chartered Jan. 21, 1853. Annual meeting first Monday in Apr.

Leased in Jan., 1898, to the Metropolitan Street Ry. Co. until expiration of charter, for a rental equivalent to 8 p. c. on the capital stock for the first three years and 9 p. c. thereafter.

Capital Stock, authorized, $2,500,000, issued, $1,862,000; par value, $100 per share. Dividends payable quarterly, Jan., Apr., July and Oct.

Funded Debt.—Total authorized, $8,900,000; total issued, $5,410,000, as follows: General construction mortgage 5 p. c. bonds, authorized and issued, $1,600,000; coupon, but may be registered, dated Jan. 1, 1885, due 1909; denom. $1,000; int. payable May and Nov;

First consolidated mortgage 5 p. c. bonds, outstanding $3,570,000; dated Jan. 30, 1898, due 1948; int. payable Feb. and Aug.

5 p. c. debenture bonds authorized, $300,000; issued, $240,000; dated Jan. 12, 1889; due 1909; denom. $1,000; int. payable Jan. and July.

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Cost of road and equip...	$3,867,205	$3,870,438	$3,865,024	$3,865,024
Cash	23,010	41,829	2,948	
Supplies	26,920	24,325	5,784	
Open accounts	53,112	78,443	624,241	3,406,976
Profit and loss (deficit)...		49,564	77,586	
Total	$3,970,247	$4,064,598	$5,884,513	$7,272,000
LIABILITIES.				
Capital stock	$1,862,000	$1,862,000	$1,862,000	$1,862,000
Funded debt	1,960,000	1,960,000	3,960,000	5,410,000
Debentures				
Real estate mortgage	60,000			
Accrued interest	21,333	13,833	38,333	
Open accounts	6,883	220,392	24,180	
Wages and supplies	34,821	8,374		
Profit and loss (surplus)...	25,210			
Total	$3,970,247	$4,064,598	$5,884,513	$7,272,000

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. Pierre Jay, V. Pres. Thomas J. Regan, Sec. & Treas. Oren Root, Jr.

Directors.—H. A. Himely, Thomas Robbins, Jr., T. J. Regan, Alexander Gunn, D. H. Shea, Pierre Jay, J. Sanford Barnes, Jr., F. S. Rollins, Oren Root, Jr.

General Office, 2d Ave. and 96th St.

References.—Description of road (brief), Vol. VIII, Oct., '92, p. 537; stables, Vol. VII, Oct., '91, p. 554; storage battery, Vol. IX, Dec., '93, p. 793 (ill.); lease of road, Vol. XIV, Apr., '98, p. 81.

Date of information, Mar., 1900. b z

For map of road see inset between pages 172 and 173.

Sixth Avenue Railroad Co.—Chartered Sept. 6, 1851. Annual meeting second Tuesday in Feb.

Leased to the Metropolitan Street Railway Co. (originally to Houston, West Street & Pavonia Ferry R. R. Co.) for 800 years, from Feb. 1, 1892, for a rental of $152,500 for the first two years, and of $140,000 thereafter.

Capital Stock, authorized and issued, $2,000,000; par value. $100 per share; dividends payable quarterly Jan., Apr., July and Oct,

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$1,681,062	$1,726,908	$2,008,138	$2,507,533
" equipment	446,598	458,587	458,587	280,986
Other permanent invest..	4,800	4,800	4,800	4,800
Cash	186,380	76,915	52,503	57,565
Open accounts			36,250	
Other assets		146,000		
Real estate mortgages....	140,000			
Total	$2,458,839	$2,413,210	$2,560,278	$2,850,884
LIABILITIES.				
Capital stock	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Open accounts	10,094	10,094	10,094	10,094
Profit and loss (surplus)..	448,745	403,116	550,184	840,790
Total	$2,458,839	$2,413,210	$2,560,278	$2,850,884

Plant.—See Metropolitan Street Ry. Co.

Officers.—Pres. Frank Curtiss, Sec. & Treas. E. H. Garrison.

General Office, 750 Washington St.

Date of information, Mar., 1900. b z

For map of road see inset between pages 172 and 173.

The Third Avenue Railroad Co.—Chartered Oct. 8, 1853. Annual meeting first Wednesday after second Monday in Nov. This company has secured control, by purchase, of the Dry Dock, East Broadway & Battery R. R., the 42d St., Manhattanville & St. Nicholas Ave. Ry., the Union Ry., the Yonkers Railroad Co., and the Tarrytown, White Plains & Mamaroneck Ry. The company has a transfer agreement with the Manhattan (Elevated) Ry. Co., whereby passengers are transferred from the cars of one company to those of the other, for an additional fare of three cents.

On Mar. 16, 1900, Hugh J. Grant was appointed receiver of the properties of this company having been appointed temporary receiver on Feb. 28, on the application of the Old Colony Trust Co., of Boston, Mass. Liens aggregating over $6,000,000 having been filed before the receiver was appointed, a committee of the bondholders was also appointed including Frederick P. Olcott, (Chairman), Louis Fitzgerald and T. Jefferson Coolidge (Sec. to committee Alvin W. Krech). This committee is to submit a plan of reorganization which will protect the interest of bondholders and unsecured creditors. It proposes (Mar. 3) to issue negotiable certificates to creditors and bondholders who may deposit their claims or securities with the Mercantile Trust Co. of New York City or the Old Colony Trust Co., of Boston, under an agreement which will permit the depositors to withdraw, if the plan of reorganization, when submitted, is not approved by them. On Mar. 19 it was annonnced that a controlling interest in the capital stock of this company had been acquired by the Metropolitan Street Ry. Co.

Capital Stock, authorized and issued, $16,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $5,000,000; dated July 1, 1887, due 1937; denom. $1,000; int. payable Jan. and July, at office of Farmers' Loan & Trust Co. of New York, trustee of mortgage.

Floating Debt.—The net floating debt (by the balance sheet of Dec. 31, 1899) was $15,480,483. In Mar., 1900, the receiver presented to the court a report of liabilities, showing a total admitted indebtedness, exclusive of the funded debt, amounting to $19,871,918, and contingent liabilities in addition amounting to $11,724,448.

Operation.—Year ending Dec. 31, June 30.

	1895.	1896.	1897.	1898.	1899.
Rects. from oper.	$2,614,757	$2,626,898	$2,597,633	$2,278,096	$2,159,411
" other sources	40,397	53,550	55,628	119,388	†329,902
" total	2,655,154	2,680,448	2,653,261	2,397,484	2,489,313
Oper. expenses..	1,456,782	1,448,157	1,452,726	1,273,875	1,255,482
Ear'gs from oper.	1,198,372	1,232,291	1,200,535	1,123,609	1,233,831
Deducts. from earn'gs					
Int. on bonds	250,000	250,000	250,000	250,000	250,000
Taxes	75,318	93,307	105,316	116,840	117,362
Other deducts	3,600	2,700	2,700	2,700	
Net income	869,454	886,284	842,519	754.069	866,469
Dividends paid*.	624,000	880,000	825,000	810,000	830,000
P. c. op. exp. to total rec'ts	54.6	54.0	54.8	55.8	51.2

*For years ending June 30, 1892-3-4-5-6.

†Said to be chiefly "Dividends from stocks owned."

Dividends.—In 1892, 7 p. c.; in 1893, 4 p. c.; in 1894, 8 p. c.; in 1895, 8 p. c.; in 1896, 10 p. c.; in 1897, 8¼ p. c.; in 1898, 7¾ p. c.; in 1899, 7¼ p. c.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896	1897.	1898.	1899.
Road and equipment..	$14,064,653	$14,123,118	$14,978,477	$20,453,316
Stocks and bonds....	1,506,287			9,940,658
Other permanent investments	580,844	5,598,878	10,620,215	1,728,942
Accrued interest	187,500	187,500		
Open accounts				4,559,967
Cash	273,141	179,338	1,136,849	214,084
Total	$16,612,425	$20,088,834	$26,735,741	$36,896,967
LIABILITIES.				
Capital stock	$10,000,000	$10,000,000	$12,000,000	$15,995,800
Funded debt	5 000,000	5,000,000	5,000,000	5,000,000
Bills payable	1,275,000	4,799,400	9,620,122	15,480,483
Accrued interest	125,000	125,000		125,000
Wages and supplies..	32,433			
Open accounts	106,000			
Mortgages		106,000	91,000	91,000
Profit and loss (sur)..	73,992	58,434	24,619	204,684
Total	$16,612,425	$20,088,834	$26,735,741	$36,896,967

Plant and Equipment.—Miles of track owned (cable), 28.5; controlled, 174.95; gauge, 4 ft. 8½ in.; 100 lb. to 115 lb. girder rail; 200 horses, 674 cars, of which 474 are grip cars, and 200 trail cars; Corliss, Wright and Dickson engines; Brill and Laclede cars; Brill, Peckham and Bemis trucks.

Officers.—Pres. H. H. Vreeland, V. Pres. Henry Hart, Treas. J. Beaver, Supt. John H. Robertson, Ch. Engr. C. G. Bliss, Elecn. Norman E. Dall.

Directors.—H. H. Vreeland, John D. Crimmins, Wm. C. Whitney, Thomas F. Ryan, Edward M. Burghard, Walter S. Johnston, Grant B. Schley, Henry Hart, Albert J. Elias, Edward Lauterbach, Samuel Riker, Henry Iden, Charles Remsen.

General Office, 1119 3d Ave.

References.—Description of road, Vol. VIII, Sept., '92, p. 537; Vol. X, Jan., '94, p. 38 (ill.); opening, Vol. X, Jan., '94, p. 38 (ill.); Bayard St. power plant, Vol. VIII, Feb., '92, p. 74 (ill.); extensions of power plant, Vol. VIII, Feb., '92, p. 91; 65th St. power plant, Vol. VIII, Apr., '92, p. 207 (ill.); main cable power plant, Vol. IX, Oct., '93, p. 643 (ill.); Bayard St. power plant, Vol. X, July, '94, p. 448 (ill.); track construction, Vol. VI, Nov., '90, p. 554 (ill.); track construction, Vol. VII, June, '91. p. 290 (ill.); cable construction, Vol. VII, Sept., '91, p. 476 (ill.); track construction, Vol. VIII, May, '92,

Please note date of information at end of each report.

p. 277 (ill.); track construction, Vol. VIII, Aug., '92, p. 451 (ill.); Vol. VIII, Nov., 92, p. 687 (ill.); special track construction, Vol. IX, Apr., '93, p. 213 (ill.); increase of stock, Vol. IX, Feb., '93, p. 129; Vol. XI, Jan., '95, p. 59; annual report, Vol. IX, Dec., '93, p. 842; two annual reports Vol. X, Dec., '94, p. 814; general information, Vol. VIII, July, '92, p. 423; description of elec. conduit (brief), Vol. XI, May, '95, p. 318 (diagram); description of elec. conduit, Vol. XI, Aug., '95, p. 532 (diagram); description of elec. conduit, Vol. XII, Jan., '96, p. 41 (ill.); erection of power house, (brief), Vol. XII, June '96, p. 345; new sand car (brief), Vol. XII, July '96, p. 414 (ill.); compressed air car (brief), Vol. XII, July, '96, p. 436 (ill.); change in station and track construction (brief), Vol. XII, Sept. '96, p. 538; description of road (brief), Vol. XII, Oct. '96, p. 604; description of extensions, Vol. XIII, Jan. '97, p. 46.

Date of information, Mar., 1900. x

Thirty-fourth Street Crosstown Railway Co.—Chartered 1896, as a consolidation of the Thirty-fourth Street R. R. Co. and the Thirty-fourth Street Ferry & Eleventh Avenue R. R. Co., to build a railroad from the foot of W. 34th St. to the foot of East 34th St.

Capital Stock, $1,000,000, all in treasury of the Metropolitan Street Ry. Co.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; dated Apr. 1, 1896, due 1996; denom. $1,000; int. payable Apr. & Oct. at office of Central Trust Co. of New York, trustee of mortgage. These bonds are guaranteed principal and interest by the Metropolitan Street Ry. Co.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.
Total receipts	$291,597	$339,120	$311,805	$337,038
Operating expenses	130,821	159,039	165,642	188,177
Earn. from oper'n	160,776	180,081	146,163	148.861
Deduc. from earnings.				
Taxes	12,188	7,177	5,467	5,895
Int. on funded debt		12,500	50,000	50,000
Net income	148,588	160,404	90,696	†92,966
P.c.op.exp.to tot.rec's	44.9	46.9	53.1	55.8

† Paid to Metropolitan St. Ry. Co. under operating agreement.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.
Cost of road and equipment	$2,000,000	$2,000,000	$2,000,000
Cash and current assets	12,211	21,678	21,338
Total	$2,012,211	$2,021,678	$2,021,338
LIABILITIES.			
Capital stock	$1,000,000	$1,000,000	$1,000,000
Funded debt	1,000,000	1,000,000	1,000,000
Current liabilities	12,211	21,678	21,338
Total	$2,012,211	$2,021,678	$2,021,338

Plant and Equipment.—Miles of track owned, 1.63, leased, 4.63, total track (horse), 6.26; 471 horses, 61 cars.

General Office, 621 Broadway.

Date of information, Mar., 1900. b z

For map of road see inset between pages 172 and 173.

Twenty-eighth & Twenty-ninth Streets Crosstown Railroad Co.—This company is the successor to the Twenty-eighth & Twenty-ninth Streets R. R. Co. The entire capital stock of this company is owned by the Metropolitan Street Ry. Co.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Oct. 1. 1896, due 1996; int. payable Apr. and Oct., at the Union National Bank. These bonds are guaranteed, principal and interest, by the Metropolitan Street Ry. Co.

Operation.—Year ending June 30,

	1898.	1899.
Receipts from passengers	$115,894	$135,900
" " other sources	250	250
" total	116,144	136,150
Operating expenses	57,899	72,032
Earnings from operation	$58,245	$64,118
Deductions from earnings.		
Interest	$54,167	$75,000
Taxes	6,430	7,530
Net income	*$2,348	*$18,418

* Deficit paid by Metropolitan St. Ry. Co. under operating agreement.

OPERATING EXPENSES.

Year ending June 30,	1898.	1809,
General expenses	$ 2,105	$ 3,923
Transportation expenses	51,679	59,188
Maintenance of way and buildings	1,830	7,414
" " equipment	2,285	1,507
Total	$57,899	$72,032

Plant and Equipment.—Miles of track (cars operated by compressed air power), 7.07.

General Office, 621 Broadway.

Reference.—Description of road (brief), Vol. VIII, Sept., '92 p. 540.

Date of information, Mar., 1900. z

For map of road see inset between pages 172 and 173.

Twenty-Third Street Railway Co.—Chartered Jan. 29, 1872. Annual meeting third Monday in June.

Leased to the Metropolitan Street Ry. Co. (originally on Apr. 25, 1893, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 18 p. c. upon the capital stock.

Capital Stock, authorized and issued, $600,000; par value, $100 per share. Dividends payable quarterly in Feb., May, Aug. and Nov.

Funded Debt.—First mortgage 6 p. c., bonds, authorized and issued, $250,000; matured May 1, 1893, extended to Jan. 1, 1909; denom. $1,000; int. payable Jan. and July.

5 p. c. debenture bonds, $150,000; dated Jan. 1, 1886, due 1906; denom. $100; int. payable Jan. and July.

$375,000 of the Broadway Surface R. R. Co.'s first mortgage 5 p. c. bonds, total issue, $1,500,000; dated July 1, 1884, due 1924; denom. $1,000; int. payable Jan. and July. This amount together with the remainder of this issue ($1,125,000) is guaranteed by the Broadway & Seventh Avenue R. R. Co.

Balance Sheet.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$1,754,271	Capital stock	$ 600,000
" equipment	318,726	Funded debt	400,000
		Open accounts	1,011,932
		Profit and loss (surplus)	61,065
Total	$2,072,997	Total	$2,072,997

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Same as Metropolitan Street Ry. Co.

General Office, 621 Broadway.

Reference.—Description of road, Vol. VIII, Aug., '92, p. 472.

Date of information, Mar., 1900. b z

For map of road see inset between pages 172 and 173.

Union Railway Co. of New York City.—Chartered July 5, 1892. Annual meeting second Monday in Jan. This is a consolidation of the Harlem Bridge, Morrisania & Fordham Ry. Co. (inc. 1863 under Gen. R. R. Act of 1850), the North Third Ave. & Fleetwood Park Ry. Co., and the Melrose & West Morrisania R. R. Co. The company controls and operates, under lease, the Westchester Electric R. R. Co., (which is a consolidation on June 1, 1893, of the Mt. Vernon & Eastchester Ry. Co., and the New Rochelle Ry. & Transit Co.), and owns the entire capital stock of the West Farms & Westchester Traction Co., the Van Nest, West Farms & Westchester Traction Co., the Wakefield & Westchester Traction Co., the Williamsbridge & Westchester Traction Co. and the Suburban Traction Co. This road is controlled by the Third Avenue R. R. Co., which purchased the entire capital stock in Jan., 1898.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated Aug. 1, 1892, due, 1942; denom. $1,000; int. payable Feb. and Aug., at office of Central Trust Co., of New York, trustee of mortgage.

Westchester Electric R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1893, due 1943; denom. $500; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Southern Boulevard R. R. Co.'s first mortgage gold bonds, authorized and issued, $250,000; dated July 1, 1895, due 1945; coupon, but may be registered; denom. $1,000; int. payable Jan. and July at office of Central Trust Co., of New York, trustee of mortgage.

Operation.—Year ending

	Dec. 31, 1895.	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Receipts from operation	$456,040	$524,717	$539,855	$610,882	$667,472
" other sources	1,417	1,083	3,000	2,657	4,342
" total	457,457	525,800	542,855	613,499	671,814
Operating expenses	280,435	304,949	336,875	388,631	446,637
Earn'gs from operation.	177,022	220,851	205,980	224,868	225,177

Please note date of information at end of each report.

Deduct from earnings.	1895.	1896.	1897.	1898.	1899.
Interest on bonds..	100,000	100,000	100,000	100,000	100,000
" on loans..	5,483		10,205	17,038	25,135
Taxes.....	21,064	18,286	23,226	27,672	34,215
Rentals.....	740				
Other deductions...		9,177			
Net income.....	49,735	93,388	72,548	80,138	65,827
Dividends paid.....					240,000
P. c. op. exp. to total receipts.....	61.3	58.0	62.1	63.3	66.4

Balance Sheet.—Dated Dec. 31, June 30, June 30, June 30,

ASSETS.	1896.	1897.	1898.	1899.
Road and equipment.....	$4,477,577	$4,562,086	$4,745,030	$4,963,570
Supplies.....	25,923	29,331	9,161	14,756
Open accounts.....	61,647	62,400	67,029	429,655
Cash.....	30,222	48,199	86,445	40,233
Sundries.....		4,952	10,238	14,471
Taxes and insurance.....	17,501		4,022	11,772
Total.....	$4,612,870	$4,706,967	$4,921,926	$5,474,457
LIABILITIES.				
Capital stock.....	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Funded debt.....	2,000,000	2,000,000	2,000,000	2,000,000
Loans and bills payable....	175,104	264,610	473,400	1,195,000
Accrued interest.....	41,667	41,667	42,061	47,482
Wages and supplies.....	38,928	32,299	40,570	
Open accounts.....	50,838	53,558	9,107	145,879
Profit and loss (surplus)....	306,333	314,833	356,789	86,096
Total.....	$4,612,870	$4,706,967	$4,921,926	$5,474,457

Plant and Equipment.—Miles of track (electric), 54.24, of which 48.26 is owned and 5.98 operated under agreement; gauge, 4 ft. 8½ in.; 72½ lb. and 90 lb. girder rail; 275 motor cars; Cooper engines, Gen. Elec. and West. dynamos and motors, Gilbert, St. Louis and American cars.

Officers.—Receiver Hugh J. Grant, Pres. & Gen. Man. Edward A. Maher, V. Pres. Charles A. Stadler, Sec. & Treas. Thomas W. Olcott, Supt. J. Carrigan.

Directors.—E. A. Maher, Henry Hart, John E. Parsons, Edw. Lauterbach, A. J. Elias, Chas. Remsen, Henry Iden, David E. Andrews, S. H. Leavitt.

General Office, 128th St., near 3d Ave.

References.—Description of road, Vol. VIII, Sept.,'92, p. 540; Vol. VIII, Oct., '92, p. 584 (ill.); description of power plant, Vol. VIII, Dec., '92, p. 722 (ill.); description of track, Vol. VIII, Jan., '92, p. 32 (ill.); description of car house, Vol. IX, May, '93, p. 289; Vol. X, Aug., '94, p. 485; description of transfer tables, Vol. X, May, '94, p. 321 (ill.).

Date of information, Dec., 1899. z

Westchester Electric Railroad Co.—Chartered Mar. 21, 1891, On July 2, 1893, of the Mt. Vernon & Eastchester Ry. Co. and the New Rochelle Ry. & Transit Co. were merged into this company. On June 1, 1898, the operation of the Mount Vernon branch by overhead trolley was commenced, and the New Rochelle branch commenced electric operation Dec. 22, 1898.

Leased, on June 1, 1893, to the Union Ry. Co.

Capital Stock, authorized and issued, $500,000, all owned by the Union Ry. Co.

Funded Debt, $500,000, guaranteed principal and interest by Union Ry. Co., which see for description.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts.....	$98,520	$124,514	$129,485	$127,234	$133,255
Operating expenses.....	77,102	91,239	87,559	91,851	118,913
Earnings from operation.	21,418	33,275	41,925	35,383	14,342
Deductions from income.					
Interest.....	25,000	25,121	25,744	25,746	25,633
Taxes.....	3,216	3,912	3,131	3,198	3,041
Surplus.....	*6,798	4,242	13,050	6,439	*14,332
Total surplus.....	*23,520	*19,278	*8,322	*6,233	*20,565

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road...	$ 921,936	$ 945,560	$ 957,837	$1,008,569	$1,244,271
" equip..	2,355	2,819	4,329	4,322	
Cash.....	18,235	17,402	1,369	1,896	2,020
Open accounts.	66,638	56,500	52,802	823	4,547
Profit and loss (deficit).....	23,520	19,278	8,322	6,233	20,562
Total.....	$1,032,683	$1,041,558	$1,024,658	$1,021,846	$1,271,403
LIABILITIES.					
Capital stock .	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
Funded debt ..	500,000	500,000	500,000	500,000	500,000
Accrued int....	12,500	12,500		9,346	
Bills payable..	20,183	29,058	24,658	12,500	271,403
Other liabilities				12,500	
Total.....	$1,032,683	$1,041,558	$1,024,658	$1,021,846	$1,271,403

Plant and Equipment.—Miles of track (electric), 21.86; gauge, 4 ft. 8½ in.; 6 motor cars.

Officers.—Same as Union Ry. Co.

Directors.—Same as Union Ry. Co.

General Office, 128th St., near 3d Ave.

Date of information, Dec., 1899. b

New York, Westchester & Connecticut Traction Co.—This company was consolidated in Feb., 1898, with the People's Traction Co., of New York City, and has since acquired the franchise of the North Mount Vernon Ry. Co., of Mount Vernon. It also owns and controls various street railway franchises in Westchester County, N. Y., and proposes to construct an extensive system comprising about 70 miles, all to be above the Harlem River.

Capital Stock.—The combined capital stock of the old companies was $2,100,000.

Officers.—Pres. W. A. Boland, V. Fres. Silas B. Dutcher, Sec. & Treas. Frederic C. Cocheu.

Directors.—W. A. Boland, Silas B. Dutcher, Frederic C. Cocheu, P. H. Flynn, John McCarthy, Joseph White, M. J. Kennedy.

Date of information, Mar., 1900. x

NIAGARA FALLS, N. Y., (see also Buffalo, N. Y.)

Population of Niagara Falls in 1880, 7,432; in 1890, 10,979; in 1899 (local estimates) 22,000.

Niagara Gorge Railroad Co.—Incorporated June 3, 1899. This company is the successor to the Niagara Falls & Lewiston R. R. Co., which was sold at foreclosure sale May 23, 1899. By traffic agreement with the Niagara Falls Park & River Ry. Co. the cars of this company are run over their road to Tabor Rock and Dufferin't Island. The new company began operations July 1, 1899.

CAPITAL STOCK.—$1,000,000; par value $100 per share.

FUNDED DEBT.—First mortgage, 5 p. c. bonds, authorized, $1,000,000; denom. $1,000.

OPERATION.—The figures of operation for 1899 are not obtainable, those given being of the Niagara Falls & Lewiston R. R. Co. for the years ending June 30.

	1897.	1898.
Receipts from passengers.....	$80,523	$73,557
" " other sources.....	6,799	12,056
" total.....	87,322	85,613
Operating expenses.....	27,679	28,127
Earnings from operation.....	59,643	57,486
Deductions from earnings.		
Interest.....	23,510	50,912
Taxes.....	2,922	5,699
Net income.....	33,211	875
To surplus account.....	33,211	875
Total surplus account.....	*73,891	875

*To credit of construction account.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.
General expenses.....	$ 9,475	$15,622
Transportation expenses.....	10,019	8,729
Maintenance of way and buildings.....	7,419	2,682
Maintenance of equipment.....	766	1,094
Total.....	27,679	28,127

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.
Passengers carried.....	308,365	288,791
Car miles run.....	150,269	163,013
Total receipts per car mile.....	$.581	$.525
Operating expenses per car mile.....	.184	.172

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.
Cost of road.....	$2,077,299	$2,100,122
Cost of equipment.....	47,245	47,245
Other permanent investments.....	371,110	371,110
Cash.....	5,384	1,741
Bills and accounts receivable.....	3,429	2,031
Material and supplies.....		10,597
Total.....	$2,504,467	$2,532,846
LIABILITIES.	1897.	1898.
Capital stock.....	$1,400,000	$1,400,000
Funded debt.....	35,000	35,000
Loans.....	924,000	1,085,092
Bills and accounts payable.....	71,577	11,879
Profit and loss (surplus).....	73,890	875
Total.....	$2,504,467	$2,532,846

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; 60 lb. T rail; 20 motor cars; Brill cars.

OFFICERS.—Pres. Francis V. Greene, V. Pres. Herbert P. Bissell, Sec. H. H. Hewett, Treas. Bert. L. Jones, Gen. Man. G. Morgan, Supt. J. K. Brooks, Cons. Engr. Geo. A. Ricker.

GENERAL OFFICE, 42 Coal and Iron Exchange, Buffalo.

REFERENCES.—Description of road, Vol. XI, Oct., '95, p. 630 (ill.); description of road, Souv., Oct. '97, p. 594 (ill.); operating detail, Vol. XIV, Feb., '99, p. 108.

Date of information, Feb., 1900. x

NIAGARA FALLS, ONT., (see also Buffalo, N. Y.)

Resident population, 1,600.

Niagara Falls, Wesley Park & Clifton Tramway Co.—Chartered May 6, 1886.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track, (horse) 4; gauge, 4 ft. 8½ in.; 30 lb. and 45 lb. T rail; 25 horses, 10 horse cars.

OFFICERS.—Pres. J. N. Mooney, Treas. J. N. Hayward, Supt. C. Black.

Date of information, May, 1896.

NILES, O.

Population in 1880, 3,879, in 1890, 4,289.

Mineral Ridge & Niles Street Railway Co.—This road in Apr., 1899, was sold to A. A. Anderson, Gen. Man. of the Mahoning Valley Street Ry. Co., of Youngstown, O.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.75; gauge, 4 ft. 8¼ in.; 48½ lb. T and girder rail; 4 motor cars; Allis-Corliss engines, Gen. Elec. dynamos and motors, St. Louis cars.

PROPRIETOR.—A. A. Anderson.

REFERENCE.—Increase of stock, Vol. IX, May, '93, p. 333.

Date of information, Apr., 1899. x

NORFOLK, MASS.

Population in 1900, 1,200.

Norfolk Southern Street Railway Co.—This road was placed in operation in Mar., 1899, and in Nov., 1899, was turned over to Philip L. Saltonstall, as receiver.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $125,000; dated May, 1, 1899, due 1919; denom. $1,000; int. payable May and Nov. at office of American Loan & Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 60 lb. T and 90 lb. girder rail; 30 cars, of which 24 are motor cars and 6 trail cars; 2 West. generators, 500 H. P. station plant; Slater engines, Sterling boilers, West. motors, Briggs cars, Dupont trucks.

OFFICERS.—Pres. Jeremiah Smith, Jr., Treas. & Clerk, Joseph Warren, Supt. Geo. B. Larrabee, Engr. J. H. R. Ward.

RECEIVERS' OFFICE, 53 State St., Boston, Mass.

Date of information, Dec., 1899. b z

NORFOLK, VA.

Population in 1880, 21,966, and in 1890, 34,871; present population of city and suburbs and annexed district, (local estimates) 75,000.

Norfolk Railway & Light Co.—This company is a consolidation in Nov. 2, 1899, of the Norfolk Street R. R. Co., the Norfolk & Ocean View Ry. Co., the Virginia Electric Co. and the Berkeley Light & Power Co.

Capital Stock, $1,650,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,600,000; dated Nov. 2, 1899, due 1949; int. payable May and Nov.

Plant and Equipment.—Miles of track (electric) 33; gauge, 4 ft. 8½ in.; 60 lb. T and 80 lb. girder rail; 80 cars, of which 60 are motor cars and 20 trail cars; 4-200 K. W. generators, 1,000 H. P. station plants, Short motors, St. Louis, Jackson & Sharp and Wason cars.

Officers.—Pres. R. Lancaster Williams, Richmond, Va., 1st V. Pres. C. B. Johnston, 2nd V. Pres. F. O. Briggs, Trenton, N. J.; Treas. W. H. Doyle, Sec. & Asst. Treas. H. C. Whitehead, Gen. Man. Peter Wright, Supt. Ry. Div. Wm. Rosborough, Pur. Agt. & Asst. Supt. C. M. Randolph, Ch. Engr. E. P. Bell, Elecn. T. B. Ogle.

General Office, 735 Central Ave., Norfolk, Va.

Date of information, Feb., 1900. x

The Norfolk Street Railroad Co.—This is a consolidation, on June 7, 1894, of the Norfolk City R. R. Co. and the Suburban & City Ry. & Improvement Co. This company was reorganized in Dec., 1897. Franchises expire in Jan., 1943. The Norfolk & Ocean View Ry. was consolidated with this company Nov. 2, 1899, forming the Norfolk Ry. & Light Co,

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $915,000; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

Norfolk City R. R. Co.'s first mortgage 6 p. c. coupon bonds, authorized, $400,000, issued, $125,000; dated Jan. 2, 1888, due Jan. 1, 1913; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Note.—$125,000 of The Norfolk Street R. R. Co.'s first mortgage bonds are held by the trustee to redeem the $125,000 of the Norfolk City R. R. Co.'s first mortgage bonds, and are to be applied in no other way.

Plant and Equipment.—Miles of track (electric), 22; gauge, 5 ft. 2 in.; 60 lb. T and 80 lb. girder rail; 51 motor cars; 500 H. P. engines; Providence-Corliss engines, Heine safety boilers, 260 H. P. dynamos; Short dynamos and motors, St. Louis cars, McGuire trucks.

Officers.—Pres. R. Lancaster Williams, V. Pres. Frank O. Briggs, Sec. & Asst. Treas. H. C. Whitehead, Treas. Walter H. Doyle, Man. W. M. Rosborough, Ch. Engr. of Power Station E. P. Bell, Elecn. Thomas Ogle.

Directors.—R. Lancaster Williams, Richmond, Va.; Frank O. Briggs, Trenton, N. J.; Robert C. Davidson, J. W. Middendorf, C R. Spence, Baltimore, Md.; William M. Habliston, Petersburgh, Va.; R. B. Cooke, W. H. Doyle, J. P. Andri Mottu, J. W. Perry, Norfolk, Va.

Date of information, May, 1899. c d

Norfolk & Ocean View Railway Co.—This company is a reorganization of the Norfolk & Ocean View Railroad Co., which was sold in April, 1898, under foreclosure. On Nov. 2, 1899, this company was consolidated with the Norfolk St. R. R. Co., forming the Norfolk Ry. & Light Co.

Plant and Equipment.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 70 lb. T rail; 2 locomotives, 32 cars, of which 6 are motor cars and 26 trail cars, of which 6 are freight cars; 520 H. P. Frick engines, 520 K. W. Walker generators, 750 H. P. Wood boilers, Walker dynamos and motors, Jackson & Sharp and Wason cars.

Reference.—Description of road, Vol. XIII, Jan., '97, p. 14 (ill.)

Date of information, Feb., 1900. x

Norfolk & Atlantic Terminal Co.—This company was organized as the successor to the Norfolk & Sewell's Point Ry., which proposed to construct an electric railway from Sewell's Point, on Hampton roads, to the city of Norfolk, 8 miles. A double track line is now under construction, and it is expected to be in operation by Mar. 1, 1900.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Mar. 1, 1899, due 1929; denom. $1,000; int. payable at office of Alex. Brown & Sons, Baltimore; trustee of mortgage, Maryland Trust Co., of Baltimore.

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 70 lb. T and 90 lb. girder rail; 10 cars, of which 5 are motor cars and 5 trail cars; 2-225 K. W. generators, 600 H. P. station plant, West motors, American cars, Peckham trucks.

Officers.—Pres. D. Lowenburg, V. Pres. H. L. Lowenburg, Sec. Wallington Hardy, Treas. Caldwell Hardy.

General Office, Columbia Bldg., Norfolk, Va.

Date of information Feb., 1900. x

Port Norfolk Electric Railway Co.—Chartered Dec. 22, 1891. Electricity was adopted July 1, 1895.

Capital Stock, authorized, $500,000, issued, $150,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $60,000; due Aug. 1, 1907; denom. $500; int. payable Aug. and Feb.

Plant and Equipment.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; 100 H. P. boilers, 2-100 H. P. engines, 2-100 H. P. generators, 2 pumps; Watertown engines, West. and Brush dynamos and motors, Jackson & Sharp cars.

Officers.—Pres. H. L. Maynard, V. Pres. Gustavus Ober, Sec. A. J. Phillips, Treas. J. L. Watson Gen. Man., Supt. and Elecn. M. P. Jones, Ch. Engr. W. J. Nobes.

General Office, Port Norfolk, Va.

Reference.—Description of road, Vol. XI, Feb., '95, p. 106 (ill.).

Date of information, Mar., 1900. x

NORRISTOWN, PA.

Population in 1880, 13,063, in 1890, 19,791, in 1899 (local estimate), 25,000.

Schuylkill Valley Traction Co.—Chartered Sept., 1893, as successor, by amendment of charter, to the Norristown, Bridgeport & Conshohocken Traction Co. This company operates the Norristown Passenger Ry. Co., the Citizens' Passenger Ry. Co., the Montgomery County Passenger Ry. Co., the Conshohocken Ry. Co. and

the Collegeville Electric Street Ry. Co. The company obtained control of the above roads on Jan. 15, 1895. Annual meeting first Thursday in Oct. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

CAPITAL STOCK, authorized, $1,000,000, issued, $500,000; par value, $50 per share; registrar of stock, Norristown Title, Trust & Safe Deposit Co.

FUNDED DEBT.—$280,475.

OPERATION.—Year ending

	Dec. 31, 1895.	1896.	1897.	1898.	June 30, 1899.
Receipts from passengers...	$49,934	$62,196	$61,892	$63,637	$65,431
" other sources.....	818	3,380	1,071	230	1,802
" total.....	50,752	65,576	62,963	63,867	67,233
Operating expenses.....	36,580	62,831	61,371	49,862	48,568
Earnings from operation.....	14,172	2,745	1,592	14,005	18,665
Deductions from earnings.					
Interest.....					127,579
Taxes.....					11,000
Net income.....					*119,914

*Deficit.

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1895.	1896.	1897.	1898.	June 30, 1899.
Cost of road and equip...	$96,730	$182,453	$187,397	$194,875	$198,220
Other permanent invest's	485,299	567,299	567,299	460,900	479,400
Cash and current assets..	6,120	5,985		17,139	22,672
Other assets.....	10,196		10,634		
Profit and loss (deficit)....				100,141	111,859
Total.....	$598,345	$755,737	$765,330	$773,055	$812,151
LIABILITIES.					
Capital stock.....	$500,000	$500,000	$500,000	$500,000	$500,000
Funded debt.....		128,000	66,000	115,000	280,475
Other liabilities.....	84,170	38,669	51,906	47,748	2,454
Bills payable.....		76,748	124,609	110,307	29,222
Profit and loss (surplus)..	14,175	12,320	22,815		
Total.....	$598,345	$755,737	$765,330	$773,055	$812,151

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 5 ft. 2½ in.; 60 lb. to 80 lb. girder and T rail; 40 cars, of which 37 are motor cars and 3 trail cars; 650 H. P. generator and boiler capacity; Allis & Buckeye engines. West. and Gen. Elec. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. John A. Rigg, V. Pres. H. C. Moore, Sec. W. C. Autenbaugh, Treas. E. J. Moore, Solicitor N. H. Larzelere, Gen. Man. Supt. & Elecn. A. G. Davids, Ch. Engr. of Power Station Wm. Ridington.

DIRECTORS.—John A. Rigg, Reading, Pa.; R. N. Carson, E. J. Moore; J. R. MacFaden, Philadelphia; H. C. Moore, Trenton, N. J.; D. B. Shepp, N. H. Larzelere.

GENERAL OFFICE, Trust Bldg., Norristown.

REFERENCES.—Increase of stock and bonds, Vol. IX, July, '93, p. 491; operating detail, Vol. XIII, Apr., '97, p. 224; pleasure park, Vol. XIII, June, '97, p. 348; description of road, Vol. XIV, July, '98, p. 361 (ill).

Date of information, Feb., 1900. b x

Norristown Passenger Railway Co.—Chartered Aug., 1884. Annual meeting, second Monday in Jan. Leased (on Jan. 1895) to and operated by Schuylkill Valley Traction Co., which company pays the interest on funded debt and an annual rental as follows: $1,000 the first year, $1,500 the second, $2,250 the third, $3,000 the fourth, $4,000 the fifth and subsequent years.

CAPITAL STOCK, authorized and issued, $75,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $75,000; dated 1893, due 1923; int. payable Jan. and July.

PLANT AND EQUIPMENT—Miles of track (electric), 4.25; gauge, 5 ft. 2½ in.; 45 lb. and 66 lb. girder rail.

OFFICERS.—Pres. C. D. Beebe, Sec. & Treas. H. C. Jones.

DIRECTORS.—J. W. Shepp, C. D. Beebe, Thos. Craig, N. H. Larzelere.

GENERAL OFFICE, Norristown, Pa.

Date of information, Feb., 1900. b x

Citizens' Passenger Railway Co., of Norristown.—Chartered Apr., 1887. Annual meeting second Monday in Jan. Leased in Jan., 1895, to and operated by the Schuylkill Valley Traction Co., which company pays the interest on funded debt.

CAPITAL STOCK, authorized and issued, $80,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued $80,000; dated Feb. 1, 1895, due 1925; subject to call, at 105, Feb. 1, 1905; int. payable Feb. and Aug., at office of Norristown Title, Trust & Safe Deposit Co., of Norristown, Pa., trustee of mortgage.

PLANT AND EQUIPMENT—Miles of track (electric), 6.25; gauge, 5 ft. 2½ in.; 60 lb. and 66 lb. T and girder rail; 8 motor cars; Curtis dynamos and motors, L. & F. cars.

OFFICERS.—Pres. N. H. Larzelere, Sec. Jos. Fornance, Treas. H. C. Jones.

DIRECTORS.—Jos. Fornance, C. D. Beebe, H. C. Jones, N. H. Larzelere.

REFERENCES.—Increase of bonds, Vol. XI, Mar., '95, p. 183. Increase of stock, Vol. IX, June, '93, p. 418; Vol. IX, July, '93, p. 490.

Date of information, Feb., 1900. b x

Montgomery County Passenger Railway Co.—Chartered Jan., 1893; road opened in 1894. This company is leased to, and operated by, the Schuylkill Valley Traction Co.

CAPITAL STOCK, authorized and issued, $15,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $15,000; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track, 1.5; gauge, 5 ft. 2½ in.; 45 lb. girder rail.

OFFICERS.—Pres. C. D. Beebe, Sec. & Treas. H. C. Jones.

DIRECTORS.—C. D. Beebe, D. B. Shepp, H. C. Jones, N. H. Larzelere.

GENERAL OFFICE, Norristown, Pa.

REFERENCE.—Increase of stock, Vol. IX, Aug., '93, p. 557.

Date of information, Feb., 1900. b x

Conshohocken Railway Co.—Chartered Jan., 1893. This line connects Norristown with Conshohocken, extending over the Ridge Turnpike and Plymouth and White Marsh Turnpike to the Norristown borough line, through Conshohocken. The road was opened in Jan., 1895, and is operated by the Schuylkill Valley Traction Co.

CAPITAL STOCK, authorized and issued, $145,900.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; dated July 1, 1894, due 1924, but subject to call at 105, July 1, 1904; int. payable Jan. and July, at office of Norristown Title, Trust & Safe Deposit Co., trustee of mortgage. These bonds are guaranteed, principal and interest, by the Schuylkill Valley Traction Co.

FRANCHISES in the borough of Conshohocken are perpetual and exclusive.

PLANT AND EQUIPMENT.—Miles of track, 5.5; gauge, 5 ft. 2½ in.; 60 lb. and 66 lb. T and girder rail.

OFFICERS.—Pres. C. D. Beebe, Sec. & Treas. H. C. Jones.

DIRECTORS.—C. D. Beebe, D. B. Shepp, H. C. Jones, N. H. Larzelere.

GENERAL OFFICE, Norristown, Pa.

Date of information, Feb., 1900. b x

Ambler Electric Railway Co.—Chartered June 18, 1894, to build an electric railway through the borough of Ambler, over the Broad Axe Turnpike to Harmanville, connecting with the Conshohocken Ry. Co. It is a part of the Schuylkill Valley Traction Co.'s system. The road is not yet built.

CAPITAL STOCK, authorized, $12,000; paid in, $1,086.

OFFICERS.—Pres. R. M. Douglass, Sec. & Treas. Thos. Craige.

DIRECTORS.—Wm. Nottingham, C. D. Beebe, Thos. Craige, R. M. Douglass.

Date of information, Feb., 1900. x

Collegeville Electric Street Railway.—Chartered July 30, 1897. This road is a part of the Schuylkill Valley Traction Co.'s system.

CAPITAL STOCK, authorized, $7,000, issued, $2,500, par value, $50 per share.

OFFICERS.—Pres. A. G. Davids, Sec. & Treas. H. C. Jones.

DIRECTORS.—A. G. Davids, H. C. Jones, N. H. Larzalere, J. C. Landes, J. H. Bucher.

Date of information, Feb., 1900. b x

NORTH ABINGTON, MASS.

Population in 1880, 3,697, in 1890, 4,244.

Rockland & Abington Street Railway Co.—Annual meeting third Wednesday in Oct. Municipal franchise granted in 1892. On July 15th, 1899, this company was consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover and the Hingham Street Ry. Cos.'s, forming the South Shore & Boston Street Ry. Co. of Hanover.

CAPITAL STOCK, authorized and issued, $120,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated May 1, 1895, due, 1915; denom. $500 and $1,000; int. payable Nov. and May, at office of the Old Colony Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	Period ending July 15, 1899.
Receipts from pass.....	$ 67,058	$ 69,895	$ 72,664	$ 75,316	$ 55,247
" other sources .	757	1,571	2,123	2,573	2,212
" total.....	67,815	71,466	74,787	77,889	57,456
Operating expenses....	48,825	51,424	55,554	65,127	50,282
Earnings from oper.....	18,990	20,042	19,233	12,762	7,174
Deduct. from earnings.					
Interest.....	4,405	5,873	6,511	7,470	7,634
Taxes.....	1,603	1,933	1,974	1,990	1,588
Rentals and tolls...	934	1,007			
Net income.....	12,048	11,228	10,748	3,202	*2,047
Dividends paid.....	5,162	10 800	7,200	7,200	
To surplus account.....	6,886	428	3,548	*3,998	
Total surplus account...	18,165	18,592	8,541	4,542	2,362
Per cent. oper. exp. to total rec.....	73.4	73.3	74.3	83.6	92.7

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses.....$	7,730	$ 7,619	$ 6,010	$ 5,005	$ 7,072
Maint. of way and bldgs.	2,092	3,417	4,527	9,110	5,340
" " equip...	4,383	4,837	4,766	5,264	4,825
Transportation exp.....	35,554	36,558	40,251	45,748	33,045
Total	$49,759	$52,432	$55,554	$65,127	$50,282

STATISTICS of TRAFFIC.

Year end'g Sept. 30,	1894.	1896.	1897.	1898.	1899.
Passengers carried..	1,380,243	1,426,690	1,462,891	1,521,581	1,104,948
Car miles run.....	322,965	335,441	352,605	397,812	314,934
Total rcpts. per c.m.	$.209	$.213	$.212	$.196	$.182
Oper. exp. per c. m.	.151	.153	.158	.164	.159

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.....$	125,341	$139,209	$150,873	$154,369	$182,660
" equipment	61,675	62,569	62,569	71,423	79,748
Other permanent invest.	33,964	38,545	38,545	38,545	57,897
Cash and current assets.	6,870	13,988	7,989	11,790	3,666
Other assets.....	5,980	2,133	1,997	1,818	2,812
Total .....$	233,830	$256.444	$261,973	$277,945	$326,783
LIABILITIES.					
Capital stock.....$	120,000	$120,000	$120,000	$120,000	$120,000
Funded debt.....	86,000	87,500	87,500	100,000	100,000
Floating debt.....	6,724	27,130	42,602	49,826	102,776
Accrued interest	2,150	2,397	3,330	3,577	1,646
Other liabilities.....	791	823			
Profit and loss (surplus).	18,165	18,593	8,541	4,542	2,361
Total .....$	233,830	$256,444	$261,973	$277,945	$326,783

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 1 horse, 32 motor cars; Gen. Elec. dynamos and motors, Jones cars, Bemis trucks; lease power.

OFFICERS.—Pres. A. L. Register, V. Pres. H. L. Brooks, Sec. Gardner F. Wells, Treas C. N. Cobb, Supt. & Pur. Agt. A. H. Walcott.

DIRECTORS.—C. N. Cobb, Gardner F. Wells, John Spence, A. L. Register, David Pepper, Jr., A. H. Brooks, John J. Whipple.

GENERAL OFFICE, Rockland, Mass.

REFERENCE.—Increase of stock, Vol. IX, Oct., '93, p. 687; cost of electric power generation, Vol. XIV, Sept., '98, p. 492; operating detail, Vol. XIV, Sept., '98, p. 487; operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Dec., 1899. b

NORTH ADAMS, MASS.

Population in 1880, 10,191, in 1890, 16,073.

Hoosac Valley Street Railway Co.—Chartered Apr. 7, 1886.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—5 p. c. bonds, $100,000; dated July 1, 1897; denom. $1,000.

OPERATION.—Year ending Sept. 30.

	1895.	1896.	1897.	1898.	1899.
Rec'ts from pass.....$	29,712	$67,074	$79,631	$75,215	$79,502
" other sources.....	1,073	1,348	1,697	4,027	3,272
" total.....	30,785	68,422	81,328	79,242	83,764
Operating expenses.....	23,017	38,466	50,858	54,697	55,896
Earnings from operation	7,768	29,956	30,470	24,545	27,868
Deductions from earn'gs.	1895.	1896.	1897.	1898.	1899.
Int. on bonds.....	3,006	3,150	3,432	5,000	5,000
" floating debt...	1,237	1,543	2,975	1,882	1,076
Taxes.....	242	229	287	928	1,234
Other deductions.....			1,963	3,533	3,348
Net income.....	636	3,283	21,814	13,202	17,210
Dividends paid, 6 p. c...			6,000	6,000	6,000
Surplus.....			15,814	7,202	11,210
Total surplus account....	9,929	34,964	30,778	21,810	23,620

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses..... $	5,842	$ 6,162	$ 7,701	$ 7,866	$ 9,614
Transportation exp.....	10,225	22,805	29,599	29,015	29,243
Main.of way and bld'gs.	4,615	7,229	9,921	13,266	12,301
" " equipment.....	2,334	2,269	3,636	4,550	4,738
Total.....	$23,017	$38,466	$50,858	$54,697	$55,896

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried ..	562,064	1,341,283	1,612,106	1,536,505	1,620,530
Car miles run.....	128,937	279,480	315,360	349,752	419,796
Total rec'pts per c. m.	$.239	$.245	$.258	$.219	$.199
Oper. exp. per c. m..	.179	.137	.161	.156	.133

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road..... $	98,479	$162,041	$168.589	$175,568	$179,849
" equipment....	28,203	56,437	48,956	43,030	37,973
Other perm. invests...	9,315	13,416	24,613	35,776	37,031
Cash and cur. assets..	2,132	4,269	10,651	1,767	4,458
Total.....	$138,129	$236,164	$252,809	$256,141	$259,311
LIABILITIES.					
Capital stock ..... $	50,000	$100,000	$100,000	$100,000	$100,000
Funded debt.....	50,000	50,000	100,000	100,000	100,000
Floating debt.....	28,200	51,200	22,031	34,331	35,691
Profit and loss (sur.)..	9,929	34,964	30,778	21,810	23,620
Total	$138,129	$236,164	$252,809	$256,141	$259,311

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 56 lb. T and 9 in. girder rail; 25 cars, of which 23 are motor cars and 2 trail cars; Slater engines, Gen. Elec. dynamos and motors, Jones and Jackson & Sharp cars.

OFFICERS.—Pres. & Treas. C. Q. Richmond, V. Pres. W. W. Richmond, Sec. S. P. Thayer, Gen. Man. W. T. Nary.

DIRECTORS.—C. Q. Richmond, M. T. Reynolds, O. A. Archer, S. P. Thayer, W. W. Richmond, of North Adams.

GENERAL OFFICE, North Adams, Mass.

Date of information, Dec., 1899. b

NORTHAMPTON, MASS.

Population in 1880, 12,172, in 1890, 14,990, in 1899, 18,000.

Northampton Street Railway Co.—Chartered Feb. 26, 1873. Annual meeting second Tuesday in Oct.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $25,000; dated 1888, due 1909; denom. $500; int. payable Apr. and Oct., at office of Springfield Safe Deposit & Trust Co., trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from passengers.	$81,949	$92,559	$92,128	$89,466	$100,052
" other sources....	1,555	2,243	2,958	2,860	3,032
" total.....	83,504	94,802	95,086	92,326	103,084
Operating expenses	46,240	57,779	57,249	57,632	61,945
Earnings from operation	37,264	37,023	37,837	34,693	41,139
Deduct. from earnings.					
Interest charges.....	1,228	2,707	3,174	3,781	2,689
Taxes.....	1,903	3,417	4,801	5,838	6,458
Other deductions.....			5,550		396
Net income.....	34,133	30,899	24,311	25,074	31,596
Dividends	22,500	30,000	27,100	24,000	24,000
To surplus account.....	11,633	899	*2,689	1,074	7,596
Total surplus acct (def.)	22,665	23,564	20,874	21,948	29,545
Per cent. op. exp. to total receipts.....	55.4	60.0	60.2	62.0	60.0

*Deficit.

DIVIDENDS, in 1893, 8 p. c.; in 1894, 10 p. c.; in 1895, 10 p. c.; in 1896, 10 p. c.; in 1897, 9 p. c.; in 1898 and 1899, 8 p. c.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$6,216	$10,374	$8,658	$7,798	$7,162
Main. of way and bldgs.	5,565	5,821	7,901	9,547	9,332
Mainten'e of equipment	4,142	2,209	6,300	6,690	6,881
Transportation expenses	30,316	41,375	34,390	33,597	38,570
Total	$46,240	$59,779	$57,249	$57,632	$61,945

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	1,639,511	1,857,171	1,858,014	1,812.627	2,021,087
Car miles run	396,247	496,648	465,921	487,639	522,298
Tot.rec.per car mile.	$.211	$.191	$.204	$.189	$.197
Op.exp.per car mile.	.117	.116	.123	.118	.118

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$206,944	$211,250	$211,251	$229,750	$229,630
" equipment	77,134	79,293	82,702	83,596	84,757
Other perm. invests.	74,941	75,680	78,298	79.929	88,664
Cash and current assets	1,146	9,207	5,989	8,039	9,860
Material and supplies		1,634	1,634	1,634	1,634
Total	$360,165	$377,064	$379,874	$402,948	$414,545
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt	25,000	25,000	25,000	25,000	25,000
Unfunded debt	12,500	28,500	34,000	56,000	60,000
Profit and loss (surp).	22,665	23,564	20,874	21,948	29,545
Total	$360,165	$377,064	$379,874	$402,948	$414,545

PLANT AND EQUIPMENT.—Miles of track (electric), 18.56; gauge, 4 ft. 8½ in.; 40 lb. and 58 lb. T rail, 3 horses, 32 cars, of which 30 are motor cars and 2 horse cars; 450 H. P. station plant, Hamilton-Corliss engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Jones and Wason cars, Bemis trucks.

OFFICERS.—Pres. J. Olmsted, V. Pres. & Treas. Newrie D. Winter, Sec. H. P. Field, Supt. & Pur. Agt. E. C. Clark, Jr., Gen. Man. A. E. Smith, Ch. Engr. of Power Station A. M. Day.

DIRECTORS.—J. Olmsted, N. D. Winter, G. W. Cook, J. C. Hammond, H. M. Tyler, J. A. Sullivan, F. H. Goldthwait.

GENERAL OFFICE, Northampton, Mass.

REFERENCE.—Increase of stock, Vol. IX, June, '93, p. 419.

Date of information, Feb., 1900. b z

Northampton & Amherst Street Railway Co.—This company commenced operation of the road Aug. 4, 1899, in the towns of Northampton, Hadley and Amherst, and will construct an extension from Northampton to Hatfield.

CAPITAL STOCK, authorized, $150,000; paid in, $76,740.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 60 lb. T rail; 11 motor cars; West. 300 K. W. generator, 400 H. P. station plant; Wason cars.

OFFICERS.—Pres. Frederick S. Coolidge, V. Pres. B. E. Cook, Jr. Sec. & Treas. C. W. Wyman.

DIRECTORS.—F. S. Coolidge, M. A. Coolidge, Fitchburg; B. E. Cook, Jr., H. L. Williams, C. K. Graves, Northampton; C. W. Wyman, E. C. Crosby, Brattleboro, Vt.

GENERAL OFFICE, 78 Main St., Northampton, Mass.

Date of information, Dec., 1899. b x

NORTH ATTLEBOROUGH, MASS.

Population of Attleborough, North Attleborough and Wrentham in 1880, 13,599, in 1890, 16,868.

Interstate Consolidated Street Railway Co.—Chartered Apr. 12, 1895, as a consolidation of the Attleborough, North Attleborough & Wrentham Street Ry. Co. and the Interstate Street Ry. Co., of Providence, R. I. Annual meeting fourth Wednesday in Jan.

CAPITAL STOCK, authorized and issued, $380,000; par value, $100 per share.

FUNDED DEBT.—Ten year 4 p. c. coupon notes, $150,000.

OPERATION.—Year ending Sept. 30,

	1896.	1897	1898.	1899.
Receipts from passengers	$117,826	$125,574	$134,714	$151,031
" other sources	3,097	1,740	849	1,517
" total	120,923	127,315	135,563	152,548
Operating expenses	87,671	89,243	92,583	127,332
Earnings from operation	33,252	38,071	42,980	25,216
Deductions from earnings.	1896.	1897.	1898.	1899.
Interest on funded debt		2,500	6,000	6,000
" " floating debt	5,433	7,200	3,780	2,640
Taxes	805	922	1,457	7,958
Net income	27,014	27,449	31,743	8,618
Dividends paid	15,500	18,000	22,800	22,800
To surplus account	11,514	9,449	8,943	*14,182
Total surplus account	32,724	*112,780	*47,475	21,023

*Deficit.

DIVIDENDS.—In 1895, 8 p. c.; in 1896, 2½ p. c.; in 1897, 6 p. c. on $300,000; in 1898 and 1899, 6 p. c. on $380,000.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$13,160	$12,936	$14,207	$14,193
Maintenance of way and buildings	8,236	11,307	12,392	35,378
" " equipment	9,874	7,548	8,524	10,486
Transportation expenses	56,401	57,453	57,460	67,275
Total	$87,671	$89,243	$92,583	$127,332

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	2,366,481	2,502,803	2,589,797	3,024,178
Car miles run	652,577	664,820	660,306	656,889
Total receipts per car mile	$.185	$.191	$.205	$.232
Operating exp per car mile	.134	.134	.140	.193

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$307,586	$307,601	$308,071	$522,617
" equipment	114,820	114,720	114,220	147,624
Real estate	35,991	36,549	36,549	36,549
Cash	5,383	15,431	23,719	12,438
Bills and accts. rec'ble	359	139		
Other assets	4,573		218	301
Profit and loss (deficit)		112,780	103,310	
Total	$468,712	$587,221	$586,087	$719,529
LIABILITIES.				
Capital stock	$300,000	$380,000	$380,000	$380,000
Funded debt		150,000	150,000	150,000
Current liabilities	135,989	53,073	52,819	163,998
Accrued "				2,470
Special funds		4,148	3,268	2,038
Profit and loss (surp.)	32,723			21,023
Total	$468,712	$587,221	$586,087	$719,529

PLANT AND EQUIPMENT.—Miles of track (electric), 26.14; gauge, 4 ft. 8½ in.; 50 lb. T. rail; 45 motor cars; Gen. Elec. dynamos and motors, Briggs, Laconia and Jones cars.

OFFICERS.—Pres. M. Arsden J. Perry, Sec. & Treas. Edw. R. Price, Supt. Geo. R. Cook.

DIRECTORS.—M. Arsden J. Perry, Edw. R. Price, D. A. Peirce, F. H. Peckham, Jr., C. L. Watson.

GENERAL OFFICE, North Attleborough, Mass.

Date of information, Feb., 1900. b z

NORTH WOBURN, MASS.

Population in 1880, 10,931, in 1890, 13,499.

North Woburn Street Railroad Co.—The capital stock of this company is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized, $200,000, issued, $100,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$21,686	$22,217	$36,294	$40,838	$44,763
Operating expenses	19,383	19,500	27,330	28,601	32,251
Earnings from operation.	2,303	2,717	8,964	12,237	12,512
Deductions from earn'gs.	3,560	3,810	7,091	7,396	8,223
Surplus	*1,257	*1,093	*1,873	*4,841	4,289
Total deficit	9,223	10,316	12,976	8,135	5,648

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 2,240	$ 2,288	$ 3,071	$ 4,061	$ 5,917
Transportation expenses	14,436	15,118	16,474	15,460	16,790
Maint. of way and bldgs.	938	380	5,618	7,018	7,101
" " equipment	1,768	1,714	2,167	2,062	2,443
Total	$19,383	$19,500	$27,330	$28,601	$32,251

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	421,474	428,796	727,215	809,869	888,198
Car miles run	102,237	118,832	185,725	189,073	187,503
Gross receipts per c. m.	$.212	$.187	$.195	$.216	$.239
Oper. expenses per c. m.	.189	.164	.147	.151	.172

BALANCE SHEET—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$111,725	$134,519	$150,526	$150,958	$173,676
" equipment	19,555	21,404	27,735	28,963	29,067
Other perm. invests.	15,193	15,193	11,713	13,141	13,141
Cash and cur. assets	3,052	2,952	2,900	5,564	2,020
Other assets	582	329	96	1,549	375
Profit and loss (dft.)	9,223	10,316	12,976	8,135	5,648
Total	$159,330	$184,713	$205,946	$208,310	$223,927
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Floating debt	59,330	84,713	105,946	108,000	122,036
Accrued liabilities					1,891
Total	$159,330	$184,713	$205,946	$208,310	$223,927

PLANT AND EQUIPMENT.—Miles of track (electric), 8.11; gauge, 4 ft. 8½ in.; 35 lb. and 48 lb. tram and T rail; 4 horses; 15 cars, of which 11 are motor cars and 4 horse cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. A. F. Breed, Sec. & Treas. D. H. Sweetser, Supt. & Pur. Agt. John S. Brackett.

DIRECTORS.—A. F. Breed, L. S. Johnson, H. B. Sprague, E. C. Foster, Lynn, Mass.; G. F. Jones, Woburn, Mass.; F. H. Monks, Brookline, Mass.

GENERAL OFFICE, 35 Congress St., Boston, Mass.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23; operating detail, Vol. XIV., Sept., '98, p. 482; operating detail, Vol. XIV., Sept., '98, p. 489.

Date of information, Dec., 1899. b

For map of road see under Wakefield, Mass.

NORTON, MASS.

Population in 1880, 1,732, in 1890, 1,785.

Mansfield & Norton Street Railway Co.—This road commenced operation Dec. 22, 1898. Consolidated with the Norton & Taunton Street Ry. Co., Aug. 1, 1899.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $40,000; dated Oct. 1, 1898; due, 1918.

BALANCE SHEET.—Dated July 31, 1899.

Assets.		Liabilities.	
Cost of road	$ 92,576	Capital stock	$ 40,000
Cost of equipment	11,074	Funded debt	40,000
Profit and loss (deficit)	2,612	Current liabilities	25,631
		Accrued liabilities	931
Total	$106,262	Total	$106,262

PLANT AND EQUIPMENT.—Miles of track, (electric), 5.45; gauge, 4 ft. 8½ in.; 4 motor cars; Walker dynamos and motors, Briggs cars.

OFFICERS.—Pres. Franklin Mead, Treas. Chas. E. Bibber, Sec. & Asst. Treas. E. D. Hewins, Gen. Man. D. A. Brooks.

DIRECTORS.—Franklin Mead, A. H. Sweet, Norton, Mass.; George H. Swazey, Malden, Mass.; Douglas A. Brooks, South Braintree, Mass.; E. D. Hewins, Boston, Mass.; D. S. Spaulding, David E. Harding, Mansfield, Mass.

GENERAL OFFICE, 8 Congress St., Boston, Mass.

Date of information, Feb., 1900. b z

Norton & Attleborough Street Railway Co.—This road commenced operation July 5, 1898. Consolidated with Norton & Taunton St. Ry. Co., Aug. 1, 1899.

CAPITAL STOCK, authorized and issued $40,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $40,000, dated Apr. 1, 1898; due 1918.

OPERATION.—	July 5 to Sept. 30, 1898.	Period endg. Aug. 1, 1899.
Gross receipts	$3,846	$9,054
Operating expenses	3,246	7,992
Earnings from operation	600	1,062
Deductions from earnings.		
Interest	480	2,326
Net income	120	*1,264
To surplus account		*1,264
Total surplus account		*1,144

*Deficit.

BALANCE SHEET.—Dated July 31, 1899.

Assets.		Liabilities.	
Cost of road	$ 89,787	Capital stock	$ 40,000
" " equipment	19,707	Funded debt	40,000
Profit and loss (deficit)	1,144	Current liabilities	30,007
		Accrued liabilities	631
Total	$100,638	Total	$100,638

OFFICERS.—Pres. Geo. H. Swazey, Treas. Chas. E. Bibber, Sec. & Asst. Treas. Edward D. Hewins, Gen. Man. Douglas A. Brooks.

DIRECTORS.—Franklin Mead, George L. Wetherell, Frank P. Barney, A. H. Sweet, Norton, Mass.; George H. Swazey, Malden, Mass.; Douglas A. Brooks, Braintree, Mass.; Edward D. Hewins, Boston, Mass.

GENERAL OFFICE, 53 State St., Boston, Mass.

Date of information, Feb., 1899. b z

Norton & Taunton Electric Railway Co.—This company commenced operation Aug. 27, 1898. On Aug. 1, 1899, the Mansfield & Norton, Norton & Attleboro, and the Mansfield & Easton St. Ry. Cos. were consolidated with this company.

CAPITAL STOCK, authorized and issued, $260,000.

FUNDED DEBT, authorized and issued, $240,000,

OPERATION.—Year ending Sept. 30, 1899, including the consolidated companies from Aug. 1 to Sept. 30.

Total receipts	$22,493
Operating expenses	22,687
Earnings from operation	*194
Deductions from earnings.	
Interest	6,790
Taxes	1,257
Deficit	8,241
Amount of surplus Sept. 1, 1898	70
Amount of deficit Sept. 1, 1899	8,171
Amount of deficits of consolidating roads	6,660
Total deficit	14,831

OPERATING EXPENSES.

Year ending Sept. 30, 1899.

General expenses	$ 2,527
Maintenance of road and buildings	965
Maintenance of equipment	2,283
Transportation expenses	16,912
Total	$22,687

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1899.

Revenue passengers carried	448,080
Car miles run	423,689
Total receipts per car mile	$.0530
Operating expenses per car mile	.0533

BALANCE SHEET.—Dated Sept. 30, 1899.

Assets.		Liabilities.	
Cost of road	$514,034	Capital stock	$260,000
Cost of equipment	68,300	Funded debt	240,000
Cost of land and buildings	84,566	Current liabilities	180,341
Cash	1 019	Accrued liabilities	4,089
Miscellaneous assets	1,680		
Profit and loss (deficit)	14,831		
Total	$684,430	Total	$684,430

PLANT AND EQUIPMENT.—Miles of track (electric), 30.23; gauge, 4 ft. 8½ in.; 56 lb. T rail; 18 motor cars; Walker dynamos and motors, Brigg cars.

OFFICERS.—Pres. Geo. H. Swazey, V. Pres. David E. Harding, Sec. & Treas. E. D. Hewins, Gen. Man. D. A. Brooks, Supt. Robt. W. Hewins, Ch. Engr. C. E. Bibber.

DIRECTORS.—Geo. H. Swazey, David E. Harding, Chas. E. Bibber, D. A. Brooks, E. D. Hewins, Franklin Mead, L. K. Wilbur, G. L. Wetherell, F. P. Barney, A. H. Sweet, H. S. Williams.

Date of information, Dec., 1899. b

NORWALK, CONN.

Population in 1880, 13,956, in 1890, 17,747.

Norwalk Street Railway Co.—Chartered May 1862, as the Norwalk Horse R. R. Co. The capital stock of this company is now controlled by the Connecticut Lighting & Power Co., of New Britain, Conn.

CAPITAL STOCK, authorized, $500,000, issued, $100,000; par value, $25 per share.

FUNDED DEBT.—*First mortgage 6 p. c. bonds, authorized, $200,000, issued, $110,000; dated July 1, 1894, due 1919; int. payable Jan. and July.

*It is understood that these bonds were called at 105 and cancelled July 1, 1899.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	9 months ending June 30, 1898.	Year ending June 30, 1899.
Total receipts	$53,338	$53,521	$50,834	$36,430	$49,738
Operating expenses	40,667	39,173	34,419	25,298	29,047
Earnings from oper.	12,671	14,349	16,414	11,132	20,691
Deduct. from earnings.					
Interest	6,302	7,429	8,474	4,402	8,680
Taxes	1,260	1,420	1,940	2,230	2,255
Net income	5,109	5,500	6,000	4,500	9,756
Dividends paid	3,000	5,500	6,000	4,500	4,500
To surplus account	2,109				5,256

DIVIDENDS, in 1895, 6 p. c.; in 1896, 7½ p. c.; in 1897 and 1898, 6 p. c.; in 1899, 4½ p. c.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	9 months ending June 30, 1898.	Year ending June 30, 1899.
Passengers carried	1,090,263	1,099,843	1,042,714	748,842	1,020,886
Car miles run	229,044	241,532	241,570	167,592	223,916
Total rects per car mlie	$.233	$.221	$.210	$.217	$.222
Oper. exp. per car mile	.177	.162	.142	.151	.129

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	9 months ending June 30, 1898.	Year ending June 30, 1899.
Cost of road	$125,952	$162,256	$169,791	$175,204	$176,011
" equipment	46,916	56,905	60,229	60,458	60,458
Real estate and bldgs.	31,443	31,607	32,080	32,080	32,080
Cash assets	610	564	569	779	7,548
Other assets	125	125	125	125	1,206
Total	$205,046	$251,456	$262,794	$268,646	$277,303
LIABILITIES.					
Capital stock	$ 50,000	$100,000	$100,000	$100,000	$100,000
Funded debt	100,000	110,000	110,000	110,000	110,000
Unfunded debt	6,000	32,000	38,000	40,200	43,601
Depreciation account	4,865	5,599	6,912	8,742	8,742
Accident insurance fund	2,664	3,857	7,882	9,704	9,704
Profit and loss (surplus)	31,517				5,256
Total	$205,046	$251,456	$262,794	$268,646	$277,303

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 21 cars, of which 20 are motor cars and 1 trail car; Gen. Elec. dynamos and motors, Trimble and Stephenson cars.

OFFICERS.—Pres. R. A. C. Smith, Sec. H. G. Runkle, Treas. A. M. Young. Gen. Man. J. E. Sewell, Asst. Gen. Man. E. H. Mather.

REFERENCE.—Operating detail (brief.) Vol. XII, Sept., '96, p. 545.

Date of information, Dec., 1899. b x

Norwalk Tramway Co.—Chartered May 6, 1889, in perpetuity. Annual meeting first Wednesday in Nov.

CAPITAL STOCK, authorized, $850,000, issued, $287,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $392,000; coupon, but may be registered; dated Sept. 1, 1893, due 1923, but redeemable at 104 and int. at one month's notice; denom. $1,000; int. payable Mar. and Sept. at office of Atlantic Trust Co., of New York, trustee of mortgage.

NOTE.—About five miles of track were built during 1896, the cost of which was included in the stock and bonds given above, but only three months of the earnings of this new line are given for 1896.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	9 months ending June 30, 1898.	Year ending June 30, 1899.
Total receipts	$43,315	$50,161	$60,670	$36,791	$69,316
Operating expenses	29,858	33,131	39,868	28,988	43,693
Earn. from operation.	13,457	17,030	20,801	7,803	25,623
Deductions from earn.					
Interest	8,726	11,156	16,525	9,688	19,706
Taxes	2,105	3,102	3,486	3,590	3,697
Net income	2,626	2,772	790	*5,475	2,220

* Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	9 months ending June 30, 1898.	Year ending June 30, 1899.
Passengers carried	1,126,875	1,370,495	816,113	1,535,601
Car miles run	289,290	414,530	302,608	451,761
Total receipts per car mile	$.174	$.146	$.122	$.153
Operating exps. per car mile.	.114	.096	.096	.096

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	June 30, 1898.	June 30, 1899.
Cost of road and equip.	$383,046	$584,963	$674,097	$678,732	$691,033
Cash assets	9,054	4,036	1,720	1,602	2,035
Real estate	2,525	3,125	2,625	2,625	
Accounts receivable			2,223	1,293	1,598
Materials on hand			1,312	896	3,120
Advance ins. premiums.			1,541	197	378
Other assets	2,264	8,883	868	5,071	4,528
Total	$396,888	$601,008	$684,386	$690,416	$702,692
LIABILITIES.					
Capital stock	$180,000	$255,000	$287,000	$287,000	$287,000
Funded debt	200,000	325,000	375,000	383,000	392,000
Accounts payable	834	2,188	4,880	5,335	5,107
Accrued interest	859	1,380	1,668	6,465	6,628
Other liabilities	4,497	5,465	5,451	8,191	11,455
Profit and loss (surp).	10,698	11,975	10,387	425	502
Total	$396,888	$601,008	$684,386	$690,416	$702,692

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 48 lb. 58 lb. and 70 lb. T rail; 25 motor cars; 600 H. P. station plant. McI. & S. engines, Gen. Elec. dynamos and motors, Briggs and St. Louis cars, Bemis and McGuire trucks.

OFFICERS.—Pres. Thomas M. Waller, V. Pres. & Gen. Man. K. W. Mansfield, Sec. & Treas. Geo. N. McKibbin, Ch. Engr. of Power Station W. R. Thompson.

DIRECTORS.—Thomas M. Waller, New London; Sydney L. Wright, W. Fred. Snyder, Philadelphia; Frederick H. Reed, Geo. N. McKibbin, New York City; K. Wm. Mansfield, South Norwalk; Chas. W. Scranton, Hubert Mason, S. H. Wagner, New Haven.

GENERAL OFFICE, 40 South Main St., South Norwalk.

Date of information, Dec., 1899. b.

NORWAY, ME.

Population of Norway, 3,000; of Paris, 3,500.

Norway & Paris Street Railway Co.—Chartered Dec., 1894. This company commenced operation July 1, 1895.

CAPITAL STOCK, authorized and issued, $25,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $18,000; due Jan. 1, 1916; denom. $1,000; trustee of mortgage, Union Safe Deposit & Trust Co., of Portland, Me.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.
Gross receipts	$8,308	$7,948	$7,482	$5,961
Operating expenses	4,446	6,787	5,785	5,930
Earnings from operation	3,862	1,161	1,697	31
Deductions from earnings.				
Advances contractor	2,137			
Interest on bonds			900	900
Taxes			65	74
Net income	1,725		732	*943
Dividends paid	1,250	1,000		
To surplus account	475	161	732	
Total surplus account	475	635	1,369	426
Per cent. op. exp. to total receipts			77.3	99.6

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$ 620	$1,777	$ 814	$ 531
Maintenance of way and buildings	467	498	862	811
" " equipment	201	1,024	515	557
Transportation expenses	3,157	3,489	3,594	4,031
Total	$4,446	$6,787	$5,785	$5,930

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	177,102	185,531	172,831	120,632
Car miles run	48,353	60,540	48,620	46,490
Gross receipts per car mile	$.172	$.131	$.154	$.128
Operating expenses per car mile	.091	.112	.117	.127

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equipment.....	$43,000	$43,000	$43,000	$43,000
Cash and current assets.....	1,522	731	819	40
Material and supplies.....	258	357	244	354
Other assets.....		562	597	768
Total.....	$44,780	$44,650	$44,660	$44,162
LIABILITIES.				
Capital stock.....	$25,000	$25,000	$25,000	$25,000
Funded debt.....	18,000	18,000	18,000	18,000
Other liabilities.....	1,306	1,015	291	736
Profit and loss (surplus).....	474	635	1,369	426
Total.....	$44,780	$44,650	$44,660	$44,162

PLANT AND EQUIPMENT.—Miles of track (electric), 2.17; 4 motor cars; rent power.

OFFICERS.—Pres. Freeland Howe, Sec. J. F. Hill, Treas. H. L. Shepherd, Supt. W. J. Jones, Pur. Agt. Geo. E. Macomber.

DIRECTORS.—Freeland Howe, Norway; O. D. Baker, John F. Hill, Geo. E. Macomber, J. Manchester Haynes, Augusta; H. L. Shepherd, Rockport.

GENERAL OFFICE, Norway, Me.

Date of information, Dec., 1899. b

NORWICH, CONN.

Population in 1880, 15,112, in 1890, 16,156. Population of Norwich Town and City in 1894 (local estimates), 24,000.

Norwich Street Railway Co.—Chartered 1864. Annual meeting last Wednesday in July.

CAPITAL STOCK, authorized, $600,000, issued, $250,000; par value, $100 per share. Dividends, 5 p. c. per annum, payable Jan. and July, at American Loan & Trust Co., of Boston.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized $350,000, issued, $300,000, in treasury, $50,000; coupon, but may be registered; dated Oct. 1, 1893, due 1923; denom. $1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

NOTE.—The unissued $50,000 mortgage bonds now in the treasury may be issued and sold subject to the general laws of the State of Connecticut.

OPERATION.—Year ending Sept. 30, June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass.....	$84,372	$83.205	$78,157	$74,937	$76,678
" other sources...	839	1,510	1,346	1,170	967
" total.....	85,210	84,715	79,502	76,107	77,645
Operating expenses.....	53,454	55,360	53,184	52,091	52,974
Earnings from operation	31,756	29,355	26,318	24,016	24,671
Deductions from earnings.					
Interest on bonds....	13,250	13,250	13,250	13,250	13,250
Int. on floating debt.				679	597
Taxes.....	4,150	4,550	4,500	4,525	4,725
Net income.....	14,356	11,555	8,568	5,562	6,099
Dividends paid.....	12,500	12,500	12,500	5,000	5,000
To surplus account.....	1,856	* 945	*3,932	562	1,099
Total surplus account....	17,841	16,561	12,629	13,191	7,544
P.c. op.exp. to total rects.	62.7	64.7	66.8	68.4	68.2

* Deficit.

DIVIDENDS, in 1895, 1896 and 1897, 5 p. c.; in 1898 and 1899, 2 p. c.

STATISTICS OF TRAFFIC.

Year ending Sept. 30, June 30,

	1896.	1897.	1898.	1899.
Passengers carried.....	1,987,519	1,852,872	1,777,735	1,821,115
Car miles run.....	297,266	296,785	297,380	295,083
Total rects. per car mile..	$.285	$.268	$.256	$.263
Oper't'ng exp.per car mile	.186	.179	.175	.179

BALANCE SHEET.—Dated Sept. 30, June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.....	$409,336	$411,291	$411,264	$411,747	$417,491
" equipment..	89,666	93,975	93,208	94,256	94,293
Other per. invest...	10,000	10,000	10,000	36,615	35,966
Real estate.....	251	448	23,290		
Accounts receivable	1,342	299	1,046	885	701
Cash on hand.....	1,666	803	1.398	142	3,107
Other assets.....	34,766	36,511	12,797		250
Total.....	$547,033	$553,327	$553,003	$543,645	$551,808
LIABILITIES.					
Capital stock.....	$250,000	$250,000	$250,000	$250,000	$250,000
Funded debt.....	265,000	265,000	265,000	265,000	265,000
Unfunded debt.....	14,000	17,000	23,000		17,000
Accounts payable..	34	3,063	1,760	18,437	8,952
Other liabilities....	158	1,703	13,243		3,312
Profit & loss (surp.).	17,841	16,561		10,208	7,544
Total.....	$547,033	$553,327	$553,003	$543,645	$551,808

PLANT AND EQUIPMENT.—Miles of track (electric), 12.46; gauge, 4 ft. 8½ in.; 35 lb. to 50 lb. T rail; 33 cars, of which 14 are horse cars, 27 are motor cars and 2 trail cars; Harris-Corliss engines, Gen. Elec. dynamos and motors, Newburyport cars, Bemis trucks.

OFFICERS.—Pres. Billings P. Learned, Sec. Supt. & Pur. Agt. W. L. Adams, Treas. W. A. Tucker, Elecn. H. Myers.

DIRECTORS.—Billings P Learned, Costello Lippitt, W. A. Tucker, John F. Perry, Walter C. Noyes, John Mitchell, Asa Backus.

GENERAL OFFICE, Norwich, Conn. Treasurer's office, 53 State St., Boston.

Date of information, Feb., 1900. b z

NYACK, N. Y.

Population in 1880 3,881; in 1890, 4,111.

Nyack Traction Co.—Chartered Jan. 1, 1895. This company was reorganized in Oct., 1898, to construct an electric railway from Sparkill to Upper Nyack. Annual meeting first Monday in Jan. The company has secured the necessary franchises, and the road is now being constructed, and is expected to be placed in operation July, 1900.

CAPITAL STOCK, authorized and issued, $75,000; to be increased to $150,000.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 7.

OFFICERS.—Pres. H. C. Howard, Media, Pa.; Sec. Man. & Engr. G. D. Howell, Philadelphia, Pa.; Treas. & Pur. Agt. E. F. Walker, Philadelphia, Pa.

Date of information, Dec., 1899. b x

OAKLAND, CAL.

Population of Oakland, Berkeley, Alameda and Fruitvale in 1898 (local estimates), 120,000.

Oakland Transit Co.—Chartered in Mar., 1898. This is a consolidation of the Oakland Consolidated Street Ry. Co., the Central Avenue Ry. Co., the Alameda, Oakland & Piedmont Electric R. R. Co., the Piedmont & Mountain View Ry. Co., the East Oakland Street Ry. Co., the California Ry. and the Highland Park & Fruitvale Railroad.

CAPITAL STOCK, authorized, $5,000,000, issued, $3,985,900.

FUNDED DEBT, authorized, $1,400,000.

The underlying bonds of the constituent companies amounted to $891,000, but these have all been retired with the exception of $200,000, to retire which a sufficient amount of Oakland Transit Co.'s bonds are held in escrow.

PLANT AND EQUIPMENT.—Miles of track, 81.22, operated by electricity, 77.02, cable and electricity, 4.20; gauge, 3 ft. 6 in., and 4 ft. 8½ in.; 40 lb. and 60 lb. T and girder rail; 123 cars, of which 82 are motor cars, 17 grip cars, 9 trail cars, and 15 freight cars; Fraser & Chalmers and Ball engines, Gen. Elec. dynamos and motors; Ingler & Atkinson, Carter Bros., Pullman, Hammond, and Stockton cars.

OFFICERS.—Pres. E. A. Heron, V. Pres. W. H. Martin, Sec. Samuel J. Taylor, Treas. F. C. Havens, Gen. Man. Exec. Committee. Supt. W. H. Tiffany, Pur. Agt. J. C. Winans, (San Francisco,) Ch, Engr. & Elecn. Herbert Gaytes, Ch. Engr. Power Stations, F. W. Nelson, John Shira and Wm. Redford.

DIRECTORS.—E. A. Heron, W. H. Martin, F. C. Havens, W. J. Dingee, J. C. Winans, F. W. McCann, F. M. Smith.

GENERAL OFFICE, 24th St. & Oakland Ave., Oakland, Cal.

REFERENCES.—OAKLAND CONSOLIDATED STREET RY. CO.—Description of road, Vol. IX, July, '93, p. 454, (ill.) PIEDMONT & MOUNTAIN VIEW RY. CO.—Description of road, Vol. IX, July, '93, p. 457; description of const., Vol. VI, Dec., '90, p. 583 (ill.); receivership, Vol. IX, Dec., '93, p. 841. EAST OAKLAND STREET RY. CO.—Short description of road, Vol. IX, July, '93, p. 461. HIGHLAND PARK & FRUIT VALE R. R.—Description of road, Vol. IX, July, '93, p. 458 (ill.); operating detail, Vol. XII, Sept. '96, p. 528 (ill.).

Date of information, May, 1899. d z

Oakland, San Leandro & Haywards Railway, Consolidated.—Chartered May 8, 1894, for 50 years. Annual meeting third Saturday in July. This is a consolidation (May 8, 1894), of the Oakland, San Leandro & Haywards Electric Ry. and the Twenty-third Avenue Electric Ry.

CAPITAL STOCK, authorized, $1,000,000, issued, $900,000, paid in, $237,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $250,000; dated Mar. 1, 1892, due 1922; denom. $1,000; int. payable Mar. and Sept., at Union National Bank of Oakland, or elsewhere, as the holder and company may agree; trustee of mortgage, California Title & Trust Co., of San Francisco.

Twenty-third Ave. Electric Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $250,000; dated March 15, 1893, due Mar. 1, 1923; denom. $1,000; int. payable Mar. 15 and Sept. 15, at the Union National Bank, of Oakland, or elsewhere, as the holder and company may agree; trustee of mortgage, California Title & Trust Co., of San Francisco. These bonds are guaranteed by the Oakland, San Leandro & Haywards Electric Ry. Co.

PLANT AND EQUIPMENT.—Miles of track, 28.89; operated by electricity, 27.18, by horses, 1.7; gauge, 3 ft. 6 in.; 35 lb. and 45 lb. girder and T rail; 39 cars, of which 2 are horse cars, 31 motor cars and 6 trail cars; Ball and McI. & S. engines, Heine boilers, Gen. Elec. and West. dynamos and motors, Carter cars, Brill trucks.

OFFICERS.—Pres. H. W. Meek, V. Pres. W. J. Landers, Sec. Samuel B. McLenegan, Treas. C. E. Palmer, Supt. Pur. Agt. & Elecn. C. Gustafson, Ch. Engr. of Power Station G. Birkenshaw.

DIRECTORS.—H. W. Meek, Wm. J. Landers, E. B. Stone, W. E. Meek and A. L. Stone.

GENERAL OFFICE, 406 13th St., Oakland. Cal.

REFERENCE.—Description of road, Vol. IX, July, '93, p. 459 (ill.).
Date of information, Feb., 1900. z

Oakland Railroad Co.—Chartered Jan. 27, 1888. This road was formerly a cable road but has been reconstructed for electric operation throughout.

CAPITAL STOCK, authorized, $2,500,000.

FUNDED DEBT.—First mortgage bonds, issued, $125,000.

PLANT AND EQUIPMENT.—Miles of track, (electric), 19.3; gauge, 4 ft. 8½ in.; 70 lb. girder rail; 32 motor cars; Gen. Elec. dynamos and West. motors.

OFFICERS.—Pres. & Treas. F. S. Douty, 4 Montgomery St., San Francisco; V. Pres. H. E. Huntington, Sec. J. R. Folsom, Supt. Milton M. Martin, Ch. Engr. L. D. Norton.

SECRETARY'S OFFICE, Crocker Bldg., San Francisco, Cal.

REFERENCE.—Description of road, Vol. IX, July, '93, p. 456 (ill.).
Date of information, Jan., 1900. z

OCEAN CITY, N. J.

Ocean City Electric Railroad Co.

CAPITAL STOCK, issued, $100,000.

FUNDED DEBT, $35,000.

OPERATION.—Year ending Dec. 31,	1897.	1898.
Gross receipts	$3,875	$6,076
Operating expenses	3,875	6,076
Earnings from operation	0,000	0,000

PLANT AND EQUIPMENT.—Miles of track, 7; 11 motor cars; 300 H. P. generators.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. Ezra B. Lake, Sec. S. Wesley Lake, Treas. G. E. Palen, Supt. H. H. Lake, Ch. Engr. Charles Watson, Elecn. H. Kalbach.

GENERAL OFFICE, 601 Asbury Ave., Ocean City, N. J.
Date of information, Feb., 1899. b z

OGDEN CITY, UTAH.

Population in 1880, 6,069, in 1890, 14,889, in 1895, 15,828, in 1897, 17,530.

Ogden Electric Railway Co.—Chartered Mar., 1897, as a reorganization of the Ogden City Street Ry. Co.

CAPITAL STOCK, authorized, $250,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in ; 30 lb. T rail; 14 motor cars; Fraser & Chalmers engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

OFFICERS.—Pres. S. M. Jarvis, Sec. Treas. & Gen. Man. W. C. Weaver, Asst. Supt. & Elecn. C. G. Adney, Ch. Engr. S. B. Richey.

GENERAL OFFICE, 2469 Washington Ave., Ogden, Utah.

REFERENCE.—Description of road, Vol. IX, Apr., '93, p. 244 (ill.).
Date of information, Feb., 1899. x

Ogden & Hot Springs Railway Co.

PLANT AND EQUIPMENT.—Miles of track (steam), 10; gauge, 4 ft. 8½ in.; 30 lb. rail; 5 cars, of which 2 are steam cars and 3 trail cars.

OFFICERS.—Pres. W. A. Paxton, Omaha, Neb.; Gen. Man. F. J. Hirt, Gen. Supt. M. Kennedy.

GENERAL OFFICE, Hot Springs, Utah.
Date of information, Jan., 1900. z

OGDENSBURG, N. Y.

Population in 1880, 10,341, in 1890, 11,667.

Ogdensburg Street Railway Co.—Chartered Dec. 22, 1885. Annual meeting third Tuesday in Feb. This road is being equipped with electricity and is in the hands of the Geneva Construction Co. Operation on a portion of the line by electricity was commenced on Sept. 1, 1895.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $150,000; issued, $125,000; dated Sept. 2, 1895, due 1925; int. payable semi-annually.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$6,451	$16,903	$16.774	$19,698	$20,809
Operating expenses	6,275	11,351	8,932	10,623	11,774
Earnings from operation	176	5,552	7,842	9.075	9,035
Deduction from earnings	118	7,245	6,933	6,916	7.437
Net income	58	*1,693	908	2,159	1,598
Total surplus account	888		*2,055	104	1,702

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.
General expenses	$1,859	$ 2,810	$ 3,522
Transportation expenses	6,331	6,682	7,090
Maintenance of way and buildings	330	682	218
" " equipment	412	449	944
Total	$8,932	$10.623	$11,774

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Passengers carried	333,781	391,238	413,333
Car miles run	216,144	216,144	248,668
Total receipts per car mile	$.078	$.091	$.083
Operating expenses per car mile	.041	.049	.047

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1897.	1898.	1899.
Cost of road	$18,506	$258,500	$258,500	$275,000
" equipment	10,516			
Cash assets	366	908	3,068	5,052
Material and supplies		450	100	
Profit and loss (deficit)		2,055		
Total	$29,388	$261,914	$261,668	$280,052
LIABILITIES.				
Capital stock	$28,500	$150,000	$150,000	$150,000
Funded debt		108,500	108,500	125,000
Current liabilities		3,413	3,064	3,350
Profit and loss (surplus)	888		104	1,702
Total	$29,388	$261,914	$261,668	$280,052

NOTE.—No balance sheet for 1896 was given out.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 48 lb. T rail; 11 cars, of which 10 are motor cars and 1 trail car; West. engines, West. dynamos and motors, American cars.

OFFICERS.—Pres. Treas. Gen. Man. & Pur. Agt. H. A. Sage, Easton, Pa.; V. Pres. J. F. Dolan, Sec. H. W. Cooley, Supt. Louis Richter, Elecn. T. Shively, Ch. Engr. of Power Station T. J. Williams.

DIRECTORS.—E. A. Newell, Robt. E. Waterman, John M. Kellogg, Ogdensburg, N. Y.; H. A. Sage, H. A. Sage, Jr., H. Green, Easton, Pa.; J. F. Dolan, of Elizabeth, N. J.

GENERAL OFFICE, Ogdensburg, N. Y.
Date of information, Feb., 1900. b z

OIL CITY, PA.

Population in 1880, 7,315, in 1890, 10,932.

Oil City Street Railway Co.—Organized June 25, 1889. Annual meeting first Monday in Jan.

CAPITAL STOCK, authorized and issued, $90,000.

FUNDED DEBT, authorized and issued, $25,000.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$12,755	$19,978	$28,315	$30,237	$34,611
Operating expenses	17,295	20,732	28,898	39,408	41,298
Deficit from operation	4,540	754	583	9,171	6,687
Taxes			590	325	862
Rentals					2,055
Deficit					9,604

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$ 65,160	$ 68,656	$ 68,846	$ 68,846
Cost of equipment	23,800	30,703	28,991	29,534
Other perm'nt invest's	72,684	22,500	20,000	22,812
Cash and current assets	470	3,598	7,088	1,425
Profit and loss (deficit)		9,387	18,883	20,488
Total	$162,114	$134 844	$143,808	$151,105
LIABILITIES.				
Capital stock	$ 90,000	$ 90,000	$ 90,000	$ 90,000
Funded debt	25,000	25,000	25,000	25,000
Current liabilities	7,643	19,844	28,808	36,105
Other liabilities	39,471			
Total	$162,114	$134,844	$143,808	$151,105

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 57 lb. girder and T rail; 14 motor cars; Harrisburg Foundry engines, Curtis and West. motors, New Castle cars.

OFFICERS.—Pres. & Gen. Man. J. B. Smithman, Sec. J. H. Crum, Treas. W. J. Gealy, Supt. J. H. Forbush, Elecn. Wilbur M. Jones.

DIRECTORS.—J. B. Smithman, W. J. Gealy, L. M. Davison, N. H. Brown, A. F. Smithman.

Date of information, July, 1899. b

OLEAN, N. Y.

Population in 1880, 3,036, in 1890, 7,358.

Olean Street Railway Co.—Chartered Mar. 1, 1880. Annual meeting first Tuesday in Sept. This property has recently changed hands and the new owners state that no complete operating report for the year ending June 30, 1898, can be made from the records that came into their possession.

CAPITAL STOCK, authorized, $300,000, issued, $299,500; par value, $100 per share.

FUNDED DEBT.—6 p. c. bond and mortgage, authorized $80,000. issued, $79,000; dated May, 1893, due 1923; int. payable Jan. and July.

5 p. c. gold bonds, authorized $300,000, issued $200,000; dated June, 1897, due 1927; int. payable June and Dec.

NOTE.—The 5 p. c. gold bonds were issued for the purpose of retiring the floating debt and the $80,000, 6 p. c. bonds described above, and for making extensions and improvements to the line and the building and equipping of a power station.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	†1898.	1899.
Gross receipts.....	$28,184	$27,789	$26,180	$34,977	$45,485
Operating expenses...	17,771	18,763	19,442		24,810
Earnings from oper..	10,414	9,026	6,738		20,675
Deduc. from earnings.	6,391	6,026	6,433		17,210
Net income	4,023	3,000	305		3,465
Total surplus account.	*19,360	*22,359	*22,664	*26,382	*22,917

*Deficit.

†See opening paragraph.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1899.
General expenses.....	$ 4,096	$ 4,684	$ 5,724	$ 3,812
Transportation expenses.....	11,804	12,430	12,492	17,029
Maintenance of way and b'ld'gs.	712	560	58	3,141
" " equipment.....	1,159	1,089	1,168	828
Total.....	$17,771	$18,763	$19,442	$24,810

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1899.
Revenue passengers carried.....	408,825	340,249	895,665
Transfer " "			99,622
Car miles run.....	117,530	118,720	304,046
Gross receipts per car mile	$.237	$.221	$.149
Operating expenses per car mile.....	.160	.164	.081

BALANCE SHEET.—Dated June 30,

ASSETS.	1894.	1895.	1896.	1897.	1899.
Cost of road.....$	81,898	$ 85,643	$ 92,370	$113,990	$538,657
" equipment..	22,852	26,301	28,819	28,877	69,577
Cash assets.....	1,409	3,511	2,462	523	863
Other assets	6,085	4,963	9,535	15,734	
Total.....$	112,244	$120,419	$133,186	$159,124	$609,097
LIABILITIES.					
Capital stock.....$	10,000	$ 15,000	$ 15,500	$ 15,500	$299,500
Funded debt.....	65,000	67,000	75,000	95,000	279,000
Interest.....		2,010	2,250	2,250	
Bills payable.....	16,030	15,809	16,868	13,995	
Other liabilities....	5,877	1,239	1,209	9,715	7,680
Profit & loss (surp.).	15,337	19,360	22,359	22,664	22,917
Total.....$	112,244	$120,419	$133,186	$159,124	$609,097

PLANT AND EQUIPMENT.—Miles of track (electric), 13.33; gauge, 4 ft. 8½ in.; 50 lb. T rail; 15 motor cars.

OFFICERS.—Pres. Wilson R. Page, V. Pres. W. E. Wheeler, Sec. & Supt. I. W. Miller, Treas. Wilson R. Page.

DIRECTORS.—Thos. Gilligan, Clare Willard, J. F. Johnson, W. E. Wheeler, M. L. Lee, Edward Torry, F. L. Eaton, W. R. Page.

GENERAL OFFICE, Olean, N. Y.

Date of information, Feb., 1900. b

OLYMPIA, WASH.

Population in 1880, 1,232, in 1890, 4,698.

Light & Power Co. of Olympia.—This is a reorganization of the Olympia Light & Power Co.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; Edison and West. generators and West. motors, Brill cars; water power.

OFFICERS.—Gen. Man. & Pur. Agt. L. B. Faulkner, Supt. & Elecn. H. C. Ranft, Ch. Engr. of Power Station F. M. Cooper.

GENERAL OFFICE, 518 Main St., Olympia, Wash.

Date of information, Jan., 1900. z

OMAHA, NEB.

The population in 1880 was 30,518, and in 1890, 140,452. The population of the three cities served by the street railway companies in 1880 was about 20,000, and in 1890 30,585. In 1895 it was estimated that there were 200,000 people living within 6 miles of the Union Depot.

Omaha Street Railway Co.—Chartered Jan. 1, 1889. This is a consolidation of the Omaha Horse Ry. Co., the Omaha Motor Co. and the Omaha Cable Tramway Co.

Capital Stock, authorized and issued, $5,000,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $2,250,000, in treasury, $250,000; coupon, but may be registered; dated May 1, 1889, due 1914; denom. $1,000; int. payable May and Nov. at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

The unissued first mortgage bonds now in the treasury may be issued for construction and betterments.

Balance Sheet.—The company has no floating debt outside of current expenditures.

Plant and Equipment.—Miles of track (electric), 80; gauge, 4 ft. 8½ in.; 73 lb. girder rail; 303 cars, of which 152 are motor cars, 22 grip cars and 29 trail cars; Allis, Wright and West. engines, West. and Gen. Elec. dynamos and motors, American, Pullman, Jones and Stephenson cars.

Officers.—Pres. Frank Murphy, V. Pres. Guy C. Barton, Sec. D. H. Goodrich, Treas. W. W. Marsh, Gen. Man. W. A. Smith, Supt. & Pur. Agt. F. A. Tucker, Elecn. O. Stiles.

Directors.—Frank Murphy, Guy C. Barton, W. W. Marsh, W. A. Smith, J. J. Brown, W. V. Morse, S. D. Mercer, E. W. Nash, B. F. Smith.

General Office, 20th and Harney Sts., Omaha, Neb.

References.—Description of road, Vol. VI, Mar., '90, p. 114 (ill.); Vol. VIII, Feb., '92, p. 63; Vol. IX, Feb., '93, p. 106 (ill.).

Date of information, Jan., 1900. z

East Omaha Street Railway Co.—Chartered Apr. 18, 1893. This company owns exclusive and valuable franchises in East Omaha, which expire in 1919, and exclusive rights on the Omaha Bridge leading to Council Bluffs, Ia. In 1899 this company was consolidated with the Omaha, Council Bluffs & Suburban Ry. Co. of Council Bluffs, Ia.

Capital Stock, authorized, $1,000,000, issued, $100,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 17 cars, of which 10 are motor cars and 7 trail cars; West. dynamos and motors, St. Louis and American cars.

Officers.—Pres. Dudley Smith, V. Pres. V. O. Strickler, Sec John R. Webster, Treas. H. W. Yates. Gen. Man. & Pur. Agt. A. B DeLong.

Directors.—A. S. Potter, D. Smith, J. R. Webster, H. W. Yates, G. W. Holdrege, V. O. Strickler, A. B. De Long.

General Office, 16th and Farman Sts., Omaha, Neb.

Date of information, Jan., 1900. x z

Metropolitan Cable Ry. Co.—This is a suburban road connecting with the Omaha Street Ry. Co. by transfer.

Plant and Equipment.—Miles of track (electric), 1.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 2 motor cars; Detroit and Sprague motors; power is furnished by the Omaha Street Ry. Co. under special arrangement.

Officers.—Pres. J. N. H. Patrick, Sec. R. W. Patrick, Treas. W. L. Selby.

Executive Committee.—W. L. Selby, John H. Harte. This committee has entire charge of the operation of the road.

Date of information, Jan., 1900. z

ONEIDA, N. Y.

Population in 1880, 3,934, in 1890, 6,083.

Oneida Railway Co.—Charter and municipal franchise granted May 14, 1885, for 50 years. Annual meeting second Tuesday in Oct.

CAPITAL STOCK, authorized and issued, $15,000.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized and issued, $10,000; dated Jan. 1, 1899, due 1909.

Please note date of nformation at end of each report.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$4,281	$4,527	$3,912	$3,722	$3,765
Operating expenses	3,638	3,720	3,790	2,975	2,975
Earnings from operation	643	808	122	747	790
Deductions from earnings	241	560	204	421	673
Net income	402	248	*82	326	117
Dividends paid	300	300			
To surplus account	102	*52		326	117
Charged to profit and loss					483
Total surplus account	2,526	2,474	*8	318	*49
P. c. op. exp. to total receipts	84.9	82.2	96.9	80.0	79.0

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$1.151	$ 760	$ 449	$ 543
Transportation expenses	2,160	2,781	2,122	2,308
Maintenance of way and buildings	234	71	130	27
" " equipment	175	178	274	97
Total	$3,720	$3,790	$2,975	$2,975

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	95,224	85,034	78,908	79,615
Car miles run	40,800	42,800	42,800	42,800
Gross receipts per car mile	$.110	$.099	$.087	$.088
Operating expenses per car mile	.091	.081	.069	.069

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$11,928	$11,928	$13,946	$13,946	$13,946
" equipment	5,488	5,513	3,103	3,103	2,619
Real estate		125			
Cash and current assets.		1,108		269	8,586
Profit and loss (deficit)			8		49
Total	$17,626	$18,674	$17,057	$17,318	$25,200
LIABILITIES.					
Capital stock	$13,500	$13,500	$13,500	$13,500	$15,000
Funded debt	1,600	2,700	3,557	3,500	10,000
Interest					200
Profit and loss (surplus)	2,526	2,474		318	
Total	$17,626	$18,674	$17,057	$17,318	$25,200

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 47 lb. center bearing rail; 7 horses, 3 cars; Stephenson cars.

OFFICERS.—Pres. W. E. Northrup, V. Pres. John J. Hodge, Sec. Treas. Gen. Man. & Pur. Agt. H. C. Stone, Supt. G. Leggett.

DIRECTORS.—John J. Hodge, Seymour Harvey, W. E. Northrup, E. E. Coon, P. D. Cheney, H. C. Stone, W. H. Stone, R. A. Hill. R. B. Downing.

GENERAL OFFICE, Oneida, N. Y.

Date of information, Feb., 1900. b z

ONEONTA, N. Y.

Population in 1880, 4,461, in 1890, 6,272.

Oneonta & Otego Valley Railroad Co.—Chartered July 30, 1897. Annual meeting May. This company is a consolidation of the Oneonta and Otego Valley R. R. Co. and the Oneonta St. Ry. Co., July 31, 1897, under the name of the first named company. Operation by electricity was commenced Aug. 22, 1898.

CAPITAL STOCK, authorized and issued, $100,000.

OPERATION—Eleven months, ending June 30,	1898.	1899.
Gross receipts	$956	$8,533
Operating expenses	1,019	10,378
Deficit from operation	63	1,845
Taxes	55	20
Deficit	118	1,865
Total deficit	17,077	18,942

BALANCE SHEET.—Dated June 30,

ASSETS	1898.	1899.
Cost of road and equipment	$117,161	$128,033
Current assets	61,133	1,476
Profit and loss (deficit)	118	1,865
Total	$178,412	$131,374
LIABILITIES.		
Capital stock	$100,000	$100,000
Current liabilities	8,957	374
Loans	69,455	31,000
Total	$178,412	$131,374

PLANT AND EQUIPMENT.—Miles of track (electric), 7.75, gauge 4 ft. 8½ in.; 60 lb. and 90 lb. T and girder rail; 10 cars, of which 6 are motor cars and 4 trail cars.

OFFICERS.—Pres. D. T. Evarts, N. Y. City; Sec. D. W. Miller, Oneonta; Treas. Herbert T. Jennings, 206 Broadway, N. Y.; Supt. J. H. Newby, Oneonta.

DIRECTORS.—D. T. Evarts, T. J. Killkenny, Herbert T. Jennings, B. W. Hoye, A. D. Getman, Douglas W. Miller, S. B. Gardner.

GENERAL OFFICE, Oneonta, N. Y.

Date of information, Dec., 1899. b

ONTARIO, CAL.

Population in 1894 (local estimates), 2,500; in 1898 (local estimates), 3,500.

Ontario & San Antonio Heights Railway Co.—Chartered Sept. 8, 1888. On Feb. 15, 1895, parties interested in this property authorized the Ontario Electric Co. to supply the town with light, heat and power, and to equip the Ontario & San Antonio Heights Ry. with electricity. The light company owns water powers.

CAPITAL STOCK, authorized and issued, $150,000, par value, $30 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.15; gauge, 4 ft. 8½ in.; 30 lb. T rail; 4 cars, of which 2 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Stockton cars

OFFICERS.—Pres. ———, V. Pres. & Gen. Man. C. Frankish, Sec. F. B. Stamm, Treas. Ontario State Bank, Supt. & Elecn. E. Richardson.

DIRECTORS.—John Jenkins, E. Jenkins, D. Elcoat, G. T. Stamm, F. B. Stamm, R. M. Frankish, Charles Frankish.

GENERAL OFFICE, Ontario, Cal.

Date of information, Jan., 1900. z

OPELIKA, ALA.

Population in 1880, 3,245, in 1890, 3,703.

Opelika & Auburn Electric Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.33; 5 motor cars.

OFFICERS.—Pres. M. E. Gray, Columbus, Ga.; Sec. C. I. Daughtry, Treas. A. H. Slaughter, Gen. Man., John L. Cowan.

GENERAL OFFICE, Opelika, Ala.

Date of information, Jan., 1897.

ORANGE, N. J.

Population in 1880, 13,217, in 1890, 18,844.

Orange & Passaic Valley Railway Co.—Chartered in 1898 as the successor to the Suburban Traction Co, which was chartered Apr. 13, 1893, in perpetuity, and whose property was sold at foreclosure sale on Aug. 26, 1898.

CAPITAL STOCK, authorized, $1,000,000, issued, $50,000.

FUNDED DEBT.—General mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, 590,000; dated Dec. 1, 1898, due 1948; denom. $1,000; int. payable June and Dec. at office of New Jersey Title Guarantee & Trust Co., of Jersey City, trustee of mortgage.

Orange & Bloomfield Crosstown Ry. Co.'s first mortgage bonds, $60,000.

Suburban Traction Co's. consolidated mortgage 5 p. c. bonds, $150,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. $1,000; int. payable June and Dec.; trustee of mortgage, American Loan & Trust Co., of Boston.

The following is the report of the Suburban Traction Co., for the years 1894, 1895, 1896 and 1897, and to Aug. 26, 1898, and of the Orange & Passaic Valley Ry. Co. since that time:

OPERATION.—Year ending Dec. 31.

	1894.	1895.	1896.	1897.	1898.
Gross receipts	$42,502	$52,000	$68,247	$60,679	$62,249
Operating expenses	42,938	56,006	67,998	61,503	52,159
Earnings from oper.	*431	*4,000	249	* 824	10,090

* Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 40 lb. to 80 lb. chair, T and girder rail; 22 motor cars; Ball and West. engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. Chas. A. Sterling, V. Pres. Wm. Scheerer, Sec. & Treas. W. G. Shailer.

GENERAL OFFICE, Orange, N. J.

Date of information, Feb., 1899. b x

Orange Mountain Traction Co.—This company suspended operation in Nov. '96, but the property was sold to a new syndicate on Jan. 8, 1898, and operation resumed on Apr. 9, 1898.

Please note date of information at end of each report.

CAPITAL STOCK, authorized, $150,000, issued, $100,000; par value, $100 per share.

FUNDED DEBT.—$41,624, secured by two bonds and mortgage, secured by real estate. Interest on these paid promptly, but no dividends have been declared, for all profits are put into improvements.

OPERATION.—Period, from Apr. 9, 1898, to	Dec. 31, 1898.	Year ending Dec. 31, 1899.
Receipts from passengers	$ 9,709	$9,330
" " other sources	2,203	4,101
" total	11,912	13,431
Operating expenses	10,929	6,866
Earnings from operation	983	6,565
Interest on mortgages		2,074
Taxes		634
Net income		3,857

PLANT AND EQUIPMENT.—Miles of track (cable), 1.5; gauge, 8 ft.; 56 lb. m. p. rail; 2 cars; Roebling engines, Bloomsburg cars.

OFFICERS.—Pres. & Gen. Man. Frank Brewer, Sec. & Treas. A. F. Skinner.

DIRECTORS.—Frank Brewer, Orange Valley, N. J.; A. F. Skinner, Nutley, N. J.; Edward Jackson, Belleville, N. J.; D. D. Sutphen, James R. Williston, New York.

GENERAL OFFICE, Highland Park, West Orange, N. J.

REFERENCE.—Description of road, Vol. IX, Jan., '93, p. 8 (ill.).

Date of information, Feb., 1900. z

South Orange & Maplewood Traction Co.—This company operates under lease, the property of the South Orange & Maplewood Street Ry. Co.

CAPITAL STOCK, authorized, $100,000; issued, $25,000.

FUNDED DEBT.—None.

OPERATION.—Of the South Orange & Maplewood Street Ry. Co.

for year ending Dec. 31,	1896.	1897.	1898.	1899.
Gross receipts	$5,989	$5,026	$15,066	$18,433
Operating expenses	2,700	6,683	12,369	22,154
Earnings from operation	3,289	*1,657	2,697	*3,721

* Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 56 lb. and 80 lb. T and girder rail; 5 motor cars; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. & Gen. Man. Edward D. Page, Sec. & Treas. John O'Rourke.

GENERAL OFFICE, West Orange, N. J. P. O. Address, Orange Valley, N. J.

Date of information, Feb., 1899. z

ORANGEBURG, S. C.

Population in 1880, 2,140, in 1890, 2,964.

Orangeburg City Street Railway Co.

CAPITAL STOCK, authorized, $25,000, issued $12,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 horses, 6 horse cars; Brill cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. J. W. H. Dukes, V. Pres. N. H. Bull, Sec. & Treas. B. H. Moss.

GENERAL OFFICE, Orangeburg, S. C.

Date of information, May, 1897. z

OSHAWA, ONT.

Population in 1891, 3,185, in 1895, 4,150.

The Oshawa Railway Co.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT, authorized and issued, $88,452.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in.; 63 lb. T rail; 7 motor cars; Robb engines, West. dynamos and motors, Rathbun and Ahearn & Soper cars.

OFFICERS.—Pres. & Treas. ——— ———, V. Pres. Warren Y. Soper, Sec. G. W. Wright, Gen. Man. R. C. Carter, Supt. W. P. Stericker, Ch. Engr. M. J. Butler, Ch. Engr. of PowerStation W. S. Rose.

GENERAL OFFICE, Oshawa, Ont.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 51.

Date of information, May, 1899. c d

OSHKOSH, WIS.

Population in 1880, 15,748, in 1890, 22,836.

Citizens Traction Co. of Oshkosh—Chartered in Jan. 1897, for 35 years. This company purchased the Oshkosh Street R. R. in 1897, and owns amusement park comprising 15 acres of ground on lake shore, fitted up with casino, summer theatre, boat houses, etc.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000, coupon, but may be registered; dated Dec. 1, 1897, due 1927; trustee of mortgage, West End Trust & Safe Deposit Co., of Philadelphia.

PLANT AND EQUIPMENT.—Miles of track (electric), 16; 60 lb. T rail; 24 motor cars; Hamilton-Corliss engines. Gen. Elec. dynamos, Babcock & Wilcox boilers, Wheeler heater, Worthington pumps.

OFFICERS.—Pres. Geo. J. Kobusch, V. Pres. & Gen. Man. E. E. Downs, Sec. & Treas. Otto U. Von Schrader.

GENERAL OFFICE, Oshkosh, Wis.

REFERENCE.—Description of road (brief), Vol. XIII, Apr., '97, p. 244.

Date of information, Feb., 1899. z

Oshkosh Street Railroad Co.—This road was purchased in 1897 by the Citizens' Traction Co. of Oshkosh (which see).

OSKALOOSA, IA.

Population in 1880, 4,568, in 1890, 6,558, in 1895 (local estimates), 10,000.

Oskaloosa Street Railway & Land Co.

CAPITAL STOCK, $30,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft.; 16 lb. to 50 lb. T, girder and tram rail; 14 horses, 4 horse cars; Minneapolis and St. Louis cars.

OFFICERS.—Pres. W. M. Peatman, Sec. C. Winter, Treas. W. G. Clark, Supt. J. M. Powell.

GENERAL OFFICE, 100 High Ave. West., Oskaloosa, Ia.

Date of information, Feb., 1898. z

OSWEGO, N. Y.

Population in 1880, 21,116, in 1890, 21,842.

Oswego Traction Co.—This company is the successor to the Lake Ontario & Riverside Railway Co., which was chartered 1895, for the purpose of effecting a consolidation of the Oswego Street Ry. Co. and the Fulton & Oswego Falls Street Ry. Co. The consolidation was actually effected on Mar. 12, 1896. On Aug. 3, 1896, the property was placed in the hands of a receiver. On Apr. 15, 1899, the property of the Lake Ontario & Riverside Ry. Co. was sold at sheriff's sale to a committee of the bondholders, who formed the new company, which on June 30, 1899, had not yet taken possession of the property.

CAPITAL STOCK, authorized and issued, $300,000; par value, $50 per share.

FUNDED DEBT, authorized, $365,000, issued, 352,000 as follows: First mortgage 6 p. c. gold coupon bonds, authorized, $160,000, issued $147,000; dated Mar. 12, 1896, due 1926; int. payable Mar. and Sept.; trustee of mortgage, Guaranty Trust Co.

Oswego Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $125,000; coupon, but may be registered; dated Oct. 1, 1891, due 1911; int. payable Apr. and Oct., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

Fulton & Oswego Falls Street Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $15,000; dated July 16, 1886, due Jan. 1, 1897; int. payable Jan. and July.

Receivers certificates, series "A," issued, $50,000, dated Aug. 2, 1897. Receiver's certificates, series "B," $15,000, dated Sept. 3, 1898.

OPERATION.—The following report is the combined operating report of the Oswego Street Ry. Co. and the Fulton & Oswego Falls Street Ry. Co., to Mar. 12, 1896. From Mar. 12, 1896, the report is for the Lake Ontario & Riverside Ry. Co.

Year ending June 30,	1896.	1897.	1898.	1899.
Gross receipts	$27,101	$21,099	$22,965	$26,396
Operating expenses	23,803	22,546	†27,909	38,469
Earnings from operation	3,297	*1,447	*4,944	*12,072
Deductions from earnings	10,862	9,013	13,454	23,359
Net income	7,564	*10,460	*18,398	*35,431
Total deficit		12,674	31,072	62,454

* Deficit. † Including extraordinary repairs on account of city sewers, improvements and legal expenses connected with receivership amounting to about $8,327. The ordinary operating expenses were therefore about $19,582.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.
General expenses	$ 3,367	$ 4.295	$ 3,763
Transportation expenses	13,006	11,614	18,083
Maintenance of way and buildings	2,444	7,777	11,497
" " equipment	3,729	4,223	5,126
Total	$22,546	$27,909	$38,469

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Passengers carried	421,980	521,080	643,024
Car miles run	191,625	255,500	314,718
Total receipts, per car mile	$ 110	$.090	
Operating expenses, per car mile	.118	.109	

The following is the balance sheet of the Lake Ontario & Riverside Ry. Co.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$627,307	$587,655	$597,626	$609,946
" equipment	1,048	28,496	42,356	47,852
Cash and current assets	981	20	281	369
Profit and loss (deficit)	2,214	12,674	31,072	35,431
Total	$631,551	$628,845	$671,635	$693,598
LIABILITIES.				
Capital stock	$300,000	$300,000	$300,000	$300,000
Funded debt	287,000	287,000	337,000	352,000
Interest	2,531	12,814	24,634	20,632
Loans	35,974	29,032		
Other liabilities	6,046		10,001	20,956
Total	$631,551	$628,845	$671,635	$693,588

PLANT AND EQUIPMENT.—Miles of track, 12.25; operated by horses, 1.25, by electricity, 11; gauge, 4 ft. 8½ in.; 45 lb. to 107 lb. T and girder rail; 25 cars, of which 21 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, American and Brill cars; rent power.

OFFICERS.—Pres. George N. Burt, Sec. M. McGowan, Treas. F. H. Tidman, Gen. Man. Frank Arnold.

DIRECTORS—June 30, 1899, Geo. N. Burt, N. N. Stranahan, Geo. D. Hart, F. H. Tidman, J. D. Henderson, C. H. Dexter, F. S. Failing, M. McGowan, Robert Bradshaw.

GENERAL OFFICE, Oswego, N. Y.

Date of information, Dec., 1899. b

OTTAWA, ILL.

Population in 1880, 7,834, in 1890, 9,985, in 1897, 16,000.

Ottawa Railway Light & Power Co.—This company was organized in Mar., 1899, and in July, 1899, purchased the properties and franchises of the Ottawa Street Ry. Co., which was chartered Dec. 31, 1896, for 20 years, and the Thomas Electric Lt. & Power Co. which owned a modern electric light and power plant.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, and issued, $150,000; dated Apr. 1, 1899, due 1929; denom. $100 and $500; int. payable Apr. and Oct. at office of American Loan & Trust Co., Boston, Mass.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 56 lb. center-bearing rail; 18 cars, of which 11 are motor cars and 7 trail cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Pullman cars. Water power is used to generate electricity.

OFFICERS.—Pres. F. S. Donnell, 60 State St., Boston, Mass.; Sec. M. F. Skinner, Treas. & Man. L. W. Hess, Ch. Engr. J. Lanigan.

GENERAL OFFICE, Ottawa, Ill.

Date of information, Feb., 1900. z

OTTAWA, ONT.

Population in 1881, 31,307, in 1891, 44,154, in 1895 (local estimates), 50,000, in 1899 (local estimates), 55,000.

The Ottawa Electric Railway Co.—This is a consolidation in June, 1894, of the Ottawa City Pass. Ry. Co. and the Ottawa Electric Street Ry. Co., Ltd. The company owns municipal franchises, dated Aug. 13, 1893, for 30 years. Annual meeting last Monday in Jan.

CAPITAL STOCK, authorized, $1,000,000, issued, $814,800. Dividends, 8 p. c. per annum, payable quarterly.

FUNDED DEBT.—First mortgage 4 p. c. gold coupon bonds, authorized, $500,000, issued, $310,000; dated July 5, 1897, due 1922; denom. $1,000; int. payable Jan. and July, at office of company; trustee of mortgage, Ottawa Trust & Deposit Co.

DIVIDENDS.—In 1892, 7 p. c.; annually since 1893, 8 p. c.

OPERATION.—Year ending

	May 31, 1895.	Dec. 31, 1896.	Dec. 31, 1897.	Dec. 31, 1898.	Dec. 31, 1899.
Receipts from pass.	$183,395	$201,278	$206,969	$222,744	$252,390
" other sources	10,597	10,827	16,832	9,058	11,155
" total	193,992	212,106	223,802	231,802	263,545
Operating exp.(including all other expenses)	122,336	144,360	151,462	159,159	178,265
Net income	71,656	67,746	72,340	72,643	85,280
Dividends paid	55 085	65,184	65,184	65,184	65.184
To surplus account	16,571	2,562	7,156	7,459	20,096
Total surplus account	41,642	60,370	67,525	74,984	95,080
Per cent. exp. to total receipts	63.1	68	67.7	68.6	67.6

STATISTICS OF TRAFFIC.

Year ending	May 31, 1895.	Dec. 31, 1896.	Dec. 31, 1897.	Dec. 31, 1898.	Dec. 31, 1899.
Passengers carried	4,119,084	4,583,235	4,762,082	5,133,938	5,833,829
Mileage	1,171,849	1,538,836	1,626,820	1,741,881	1,934.609

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1895.	1896.	1897.	1898.	1899.
C'st rd., w'ter pr. real est. and eq	$971,583	$1,011,188	$1,103,018	$1,138,595	$1,312,812
Cash assets	4,212	53,272	56,914	9,671	4,642
Bills receivable	4,500	10,200	12,302		1,942
Mat'l and sup.					3,573
Other assets		7,773	13,689	78,814	4,465
Total	$985,995	$1,084,535	$1,173,621	$1,156,080	$1,327,434
LIABILITIES.					
Capital stock	$814,800	$ 814,800	$ 814,800	$ 814,800	$ 814.800
Funded debt			250,00	250,000	310,000
Bills payable	100,000	193,000	25,000		17,222
Other liabilities	7,955	70			
Dividends	5,432	16,296	16,296	16,296	90,332
Profit & loss (sur.)	57,808	60,370	67,525	74,984	95,080
Total	$985,995	$1,084,535	$1,173,621	$1,156,080	$1,327,434

PLANT AND EQUIPMENT.—Miles of track (electric), 38.5; gauge, 4 ft. 8½ in.; 56 lb. to 72 lb. girder and T rail; 90 motor cars; 6 electric sweepers, 1 baggage car, 1 locomotive; 3000 H. P. station plant; West. dynamos, West and Ahearn & Soper motors, Patterson & Corbin and Ottawa cars, Brill, Taylor and Peckham trucks.

OFFICERS.—Pres. & Man. Director T. Ahearn, V. Pres. J. W. McRae, Sec. & Treas. J. D. Fraser, Supt. J. E. Hutcheson.

DIRECTORS.—J. W. McRae, Warren Y. Soper, T. Ahearn, G. P. Brophy, P. Whelen, Thos. Workman, A. Lumsden.

GENERAL OFFICE, 337 Albert St., Ottawa, Can.

REFERENCES.—Description of road, Vol. IX, June, '93, p. 363; increase of stock, Vol. X, Dec., '94, p. 814; description of road, Vol. XI, Souv., '95, p. 30 (ill.); description of car, Vol. XIII, Feb. '97, p. 96 (ill.); description of parks (brief), Vol. XIII, Mar. '97, p. 151; power station record (brief), Vol. XII, May '96, p. 289; new pleasure park, Vol. XIII, June, '97, pp. 347 and 370.

Date of information, Feb., 1900. z

OTTUMWA, IA.

Population in 1880, 9,004, in 1890, 14,001.

Ottumwa Electric Railway Co.—Chartered Sept. 4, 1889, to operate a street railway, an arc and incandescent lighting plant, and a steam heating plant. On Apr. 16, 1896, this property was placed in the hands of a receiver, and in Apr., 1898, it was stated the road had been sold under foreclosure of mortgage to E. E. McElroy, trustee for the bondholders.

OLD CAPITAL STOCK, authorized, $500,000, issued, $300,000.

OLD FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated June 1, 1892, due 1912; denom. $1,000; int. payable June and Dec., at Bank of New York, New York City, and at Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 38 lb. and 40 lb. girder and T rail; 11 motor cars; Ball and Allis engines, Gen. Elec. and West. dynamos and motors, Pullman and St. Louis cars.

OFFICERS.—Receiver J. H. Merrill, Pres. W. R. Daum, Gen. Man. Geo. F. Hall, Supt. & Elecn. H. H. Caughlan, Ch. Engr. & Ch. Engr. of Power Station Jos. H. Briggs.

GENERAL OFFICE, 102 S. Market St., Ottawa, Ia.

Date of information, Apr., 1899. x

Please note date of information at end of each report.

OWENSBORO, KY.

Population in 1880, 6,231, in 1890, 9.837.

Owensboro City Railroad Co.—Chartered in 1886, for 50 years.

CAPITAL STOCK, $50,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $25,000; dated 1888, due 1908; denom. $500; int. payable Jan. and July, at office of Louisville Banking Co., trustee of mortgage.

Second mortgage 6 p. c. bonds, authorized, $100,000, issued, $75,000; dated Jan., 1, 1894, due 1917; denom. $500; int. payable Jan. and July, at office of Louisville Trust Co., trustee of mortgage.

NOTE.—$25,000 of the second mortgage bonds are held in escrow to retire first mortgage bonds.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. T rail; 25 cars, of which 12 are motor cars and 13 trail cars; Harrisburg engines, Gen. Elec. dynamos and motors, Stephenson cars.

OFFICERS.—Pres. W. E. Whiteley, Sec. R. A. Miller, Treas. J. H. Parish, Gen. Man. J. N. Alsop, Supt. R. H. Neely.

Date of information, Jan., 1894.

Owensboro & Calhoun Street Railway Co.—This company was organized to construct an electric railway from Owensboro to Calhoun with about 25 miles of track.

CAPITAL STOCK, $250,000.

OFFICERS.—Pres. J. H. Hickman, Sec. & Treas. J. W. Carter, Gen. Man. John D. Fredd.

GENERAL OFFICE, Owensboro, Ky.

Date of information, June, 1899. d

OWOSSO, MICH.

Owosso & Corunna Electric Co.—This company is a consolidation, Feb. 1, 1898, of the Owosso & Corunna Traction Co., which was chartered 1895 for 30 years, and the Caledonia Electric Light & Power Co. Annual meeting first Monday in Jan.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $120,000; due 1926; denom. $100; int. payable Jan. and July, at office of Fidelity Trust Co., of Philadelphia, Pa.

PLANT AND EQUIPMENT.—Miles of track (electric) 5.2; gauge, 4 ft. 8½ in.; 35 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. I. D. H. Ralph, V. Pres. John L. Ralph, Sec. & Treas. W. R. Armstrong, Supt. Fred. J. Stoddard, Elecn. Charles Yates.

DIRECTORS.—I. D. H. Ralph, W. R. Armstrong, Jno. L. Ralph.

GENERAL OFFICE, Owosso, Mich.

Date of information, Jan., 1900. z

OXFORD, OHIO.

Population in 1880, 3,644; in 1890, 3,689.

Richmond, Oxford, Reiley & Cincinnati Railroad Co.—This company was incorporated in Mar., 1899, to construct an electric (or other improved power) railroad, extending through Richmond, Oxford, and Reiley to Cincinnati, a distance of 64 miles. It is proposed to begin construction work, July, 1899.

OFFICERS.—Pres. G. F. Cook, (Oxford); Sec. M. C. Morris, (Shandon, O.); Treas. H. H. Smith, Reiley.

INCORPORATORS.—G. F. Cook, M. C. Morris, H. H. Smith, S. E. Fye, C. A. Shera, R. J. Brown, D. Lorimer.

Date of information, Apr., 1899. x

PADUCAH, KY.

Population in 1880, 8,036, in 1890, 12,797.

Paducah Railway & Light Co.—This company is a consolidation in 1898 of the Paducah Street Railway Co., which was chartered 1887, for 30 years, from Mar., 1890. The new company owns the entire street railway and electric lighting plants of the city.

CAPITAL STOCK, authorized and issued, $400,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized $400,000, issued, $250,000; dated July 1, 1898, due 1918; int. payable Jan. and July, at office of American Trust & Savings Bank, of Chicago, Ill. trustee of mortgage.

NOTE.—By the terms of the mortgage, 3 p. c. per annum of the amount outstanding is to be passed to a sinking fund after July 1, 1903, and bonds may be called at 105 after 1908.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 35 lb. and 54 lb. T rail; 45 cars, of which 20 are motor cars and 25 trail cars; Ball engines, Gen. Elec. dynamos and motors, Stephenson and St. Louis cars.

OFFICERS.—Pres. Geo. C. Thompson, V. Pres. Gen. Man. & Pur. Agt. George C. Wallace, Sec. T. J. Flourney, Supt. A. S. Thompson, Elecn. & Supt. of Motive Power D. B. Simon.

REFERENCE.—Pleasure park, Vol. XIII, June '97, p. 346.

GENERAL OFFICE, 120 South 4th St., Paducah, Ky.

Date of information, Feb., 1900. x

PALATKA, FLA.

Population in 1880, 1,616, in 1890, 3,039, in 1894 (local estimates), 5,000.

Palatka & Heights Street Railway Co.—Chartered Mar., 1888, for 50 years. Annual meeting Feb. 1. This property is now for sale.

CAPITAL STOCK, authorized and issued, $10,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 3 ft.; 30 lb. and 40 lb. center bearing and T rail; 3 horses, 2 horse cars; Stephenson cars.

OFFICERS.—Pres. Wm. P. Craig, Sec. Marcus Loab, Treas. E. S. Crill.

DIRECTORS.—Wm. P.Craig, Marcus Loab, E. S. Crill, W. C. Snow.

REFERENCES.—Description of road (very brief), Vol. VIII, Apr., '92, p. 206 (ill.).

Date of information, Feb., 1900. z

PALMER, MASS.

Palmer & Monson Street Railway Co.—Chartered May 10, 1897. Municipal franchise granted Nov. 1, 1897. This road commenced operation June 24, 1898.

CAPITAL STOCK, authorized and issued, $60,000.

OPERATION.—	June 24 to Sept. 30, 1898.	Year ending Sept. 30, 1899.
Receipts from passengers	$8,591	$19,563
" other sources	45	35
" total	8,636	19,598
Operating expenses	7,672	20,562
Earnings from operations	964	*964
Deductions from earnings.		
Interest	717	3,804
Taxes	315	145
Other deductions		642
Deficit	68	5,555
Total deficit		5,622

OPERATING EXPENSES.

Year ending Sept. 30, 1899.

General expenses	$4,874
Maintenance of road and buildings	1,973
" " equipment	73
Transportation expenses	13,642
Total	$20,562

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1899.

Revenue passengers carried	393,885
Car miles run	161,159
Total receipts per car mile	$.121
Operating expenses per car mile	.127

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.
Cost of road	$65,938	$72,205
" " equipment	6,397	25,792
Other permanent investments	6,873	7,700
Cash and current assets	149	4,851
Other assets	702	685
Profit and loss (deficit)	68	5,622
Total	$80,127	$116,855
LIABILITIES.		
Capital stock	$36,030	$60,000
Current liabilities	44,097	56,855
Total	$80,127	$116,855

PLANT AND EQUIPMENT.—Miles of track (electric), 9.6; gauge, 4 ft. 8½ in.; 56 lb. rail; 18 motor cars; rent power.

OFFICERS.—Pres. Chas. F. Grosvenor, V. Pres. E. G. Hastings, Sec. Andrew Pinney, Treas. C. E. Fish, Gen. Man. D. F. Burritt, Supt. C. D. Shepard, Elecn. E. T. Caldwell.

DIRECTORS.—Chas. F. Grosvenor, E. G. Hastings, Andrew Pinney, H. P. Holden, Palmer, Mass.; H. E. W. Clark, Thorndike, Mass.; E. G. Childs, Bondsville, Mass.; Fred'k T. Ley, Springfield,

Mass.; George C. Flynt, Monson, Mass.; Allen W. Paige, Bridgeport, Conn.

GENERAL OFFICE, Main St., Palmer, Mass.

Date of information, Feb., 1900. b z

PARIS, TENN.

Population, in 1890, 2,000.

Paris Street Car Co.—This company proposes to build a street railway, but as yet have not definitely settled upon financial conditions or located route of the line.

OFFICERS.—Sec. & Treas. Y. Q. Caldwell, Paris, Tenn.

Date of information, Jan., 1900. z

PARIS, TEX.

Population in 1880, 3,980, in 1890, 8,258, in 1896, 15,000.

Paris Railway Co.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $50,000, issued, $44,000; denom. $1,000; int. payable at office of Central Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in.; 30 lb. T and girder rail; 45 horses, 13 horse cars.

OFFICERS.—Pres. D. H. Scott, V. Pres. J. H. Johnston, Sec. & Treas. B. J. Baldwin, Jr., Supt. R. F. Grimes.

GENERAL OFFICE, Farmers' & Merchants' Bank Bldg., Paris, Tex.

Date of information, Feb., 1900. z

PARKERSBURG, W. VA.

Population in 1880, 6,582, in 1890, 8,408, in 1900, 20,000.

Parkersburg Gas, Electric Light & Street Railway Co.—Chartered May 18, 1895, for 50 years; municipal franchise granted Nov. 10, 1897, for 50 years. This company is a consolidation of the Parkersburg Electric Light & Street R.R. Co. with the gas and electric lighting plants

CAPITAL STOCK, authorized, $500,000; issued, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated Mar. 1, 1898, due 1938; denom. $500 and $1,000; int. payable Mar. and Sept., at office of Mercantile Trust & Deposit Co., of Baltimore, Md., trustee of mortgage

NOTE.—These bonds may be called for payment after Mar. 1, 1918, on two weeks' notice, at par and accrued interest.

OPERATION.—The following figures include reports of street railway and electric lighting properties for year ending Dec, 31, 1899.

Receipts from passengers	$47,022
" other sources	33,961
" total	80,983
Operating expenses	38,261
Earnings from operation	42,722
Deductions from earnings.	
Interest on bonds	7,500
" " floating debt	711
Taxes	2,035
Net earnings	32,475
Dividends paid	9,000
To surplus account	23,475
Total surplus account	43,553
Per cent op. exp. to total receipts	47.3

BALANCE SHEET.—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Cost of road	$138,030	Capital stock	$150,000
" equipment	21,894	Funded debt	150,000
Other permanent invest.	177,826	Bills and accts. payable	9,782
Bills and accts. receivable	10,112	Other liabilities	2,229
Material and supplies	7,463	Profit and loss (surplus)	43,553
Other assets	239		
Total	$355,563	Total	$355,563

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; 16 motor cars; 700 H. P. station plant; Buckeye and West. engines; West. dynamos and motors; American, Jewett and Jackson & Sharp cars; Diamond and Lord Baltimore trucks.

OFFICERS.—Pres. and Gen. Man. C. H. Shattuck, V. Pres. C. C. Martin, Sec. W. W. VanWinkle, Treas. J. M. Jackson, Jr., Supt. Geo. W. Switzer.

DIRECTORS.—C. H. Shattuck, C. C. Martin, J. N. Camden, Jas. Wetherill, W. N. Chancellor, S. D. Camden, J. M. Jackson, John Busch, W. W. VanWinkle.

GENERAL OFFICE, Parkersburg, W. Va.

Date of information, Feb., 1900. z

PASADENA, CAL.

Population in 1880, 391, in 1890, 5,000, in 1897, 12,000.

Los Angeles & Pasadena Electric Railway Co.—This is a reorganization of the Pasadena & Los Angeles Electric Ry. Co. This road is controlled by the Los Angeles Ry. Co., through ownership of stock.

CAPITAL STOCK, authorized, $1,000,000, issued, $688,400; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $750,000; dated Jan. 1898, due 1928, denom. $1,000; int. payable Jan. and July, at office of Chase National Bank, of New York City, or at office of Illinois Trust & Savings Bank, of Chicago, Ill., trustee of mortgage.

BALANCE SHEET.—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Cost of road and equip.	$1,472,646	Capital stock	$ 688,400
Cash	5,669	Funded debt	750,000
Bills and accts. rec'able.	2,688	Bills and accts. pay'ble.	24,115
Materials and supplies	15,117	Profit and loss (surp.)	34,101
Other assets	496		
Total	$1,496,615	Total	$1,496,615

PLANT AND EQUIPMENT.—Miles of track, 32.66; operated by horses, 2.34; by electricity, 30.32; gauge, 3 ft. 6 in.; 40 lb. and 50 lb. T rail; 8 horses, 32 cars, of which 2 are horse cars, 28 motor cars and 2 trail cars; Ball & Wood engines, West. and Gen. Elec. dynamos, West motors, American and Pullman cars, McGuire trucks.

OFFICERS.—Pres. & Gen. Man. C. W. Smith, V. Pres. P. M. Green, Sec. Asst. Gen. Man. & Pur. Agt. W. H. Smith, Treas. F. C. Bolt, Auditor H. I. Chatfield, Supt. of Trans. F. H. Jones, Ch. Engr. G. J. Kuhrts, Elecn. S. H. Anderson, Ch. Engr. of Power Station, J. W. McCulley, Storekeeper A. H. Wood, M. Mech. A. E. Hathaway.

DIRECTORS.—P. M. Green, F. C. Bolt, C. W. Smith, M. H. Sherman, Andrew McNally, Epps Randolph, J. A. Muir.

GENERAL OFFICE, Pasadena, Cal.

REFERENCE.—Description of road (brief), Vol. XII, Feb., '96, p. 92 (ill.).

Date of information, Mar., 1900. z

Pasadena & Mt. Lowe Railway Co.—This company is the successor, by purchase, to the Pasadena & Mt. Wilson Ry. Co.

CAPITAL STOCK, authorized and issued, $400,000.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized, $375,000; issued, $350,000, dated 1899, due 1929; int. payable semi-annually.

PLANT AND EQUIPMENT.—Miles of track, 9; operated by electricity, 7.5, by cable, 1.5; gauge, 3 ft. 6 in.; 11 cars, of which 5 are motor cars, 2 grip cars and 4 trail cars; Gen. Elec. dynamos and motors; Pelton water wheels.

OFFICERS.—Pres. Valentine Peyton, 1st V. Pres. & Treas. Arthur L. Hawes, 2d V. Pres. & Gen. Man. J. S. Torrance, (Echo Mountain, Cal.), Sec. Jno. D. Pope.

DIRECTORS.—Valentine Peyton, W. C. Patterson, J. S. Torrance, Arthur L. Hawes, John D. Pope, Wm. F. Botsford.

GENERAL OFFICE, Stimson Block, Los Angeles, Cal.

REFERENCES.—Description of road, Vol. IX, July, '93, p. 462 (ill.); description of opening, Vol. IX, Aug., '93, p. 513 (ill.).

Date of information, Feb., 1900. z

PATCHOGUE, N. Y.

Patchogue & Port Jefferson Traction Co.—Chartered Feb. 14, 1896, to build an electric railway from Patchogue to Port Jefferson, 15 miles in length. Annual meeting last Wednesday in January.

CAPITAL STOCK, authorized and issued, $400,000; par value, $100 per share.

OFFICERS.—Pres. Edwin Bailey, V. Pres. O. T. Fanning, Sec. & Treas. Charles Sherwood.

DIRECTORS.—J. B. Swezey, Edwin Bailey, R. S. Pelletreau, Patchogue, N. Y.; O. T. Fanning, Chas. A. Tooker, Thos. O'Donnell, Port Jefferson, N. Y; Chas. Sherwood, Frank Miller, David F. Read, Bridgeport, Conn.

GENERAL OFFICE, Patchogue, N. Y.

Date of information, Feb., 1900. b z

PATERSON, N. J.

Population in 1880, 51,031, in 1890, 78,347, in 1895, 97,344.

Paterson Railway Co.—Chartered 1888, as a consolidation of five companies previously operating horse railways in Paterson. In Nov., 1899, this company became a part of the Jersey City, Hoboken and Paterson Ry. Co.'s system, Hoboken, N. J.

Capital Stock, authorized and issued, $1,250,000; par value, $100 per share.

Please note date of information at end of each report.

Funded Debt.—$1,550,000 as follows:

First mortgage 6 p. c. bonds, authorized and issued, $200,000; dated June, 1888, due 1908; int. payable June and Dec.

Consolidated mortgage 6 p. c. gold bonds, authorized, $1,250,000; issued $1,000,000, in escrow (see Note), $250,000; coupon, but may be registered; dated June 1, 1891, due 1931; denom. $1,000; int. payable June and Dec., at office of First National Bank of Paterson, N. J.; trustee of mortgage, Knickerbocker Trust Co., of New York.

Second mortgage 6 p. c. bonds, authorized and issued, $300,000. dated Oct. 1, 1894, due 1914; int. payable Apr. and Oct., at First National Bank of Paterson, N. J.; trustee of mortgage, Paterson Savings Institution.

Paterson City Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $50,000; coupon, but may be registered; dated Aug. 1, 1890, due 1907; int. payable Feb. and Aug., at First National Bank of Paterson.

Note.—$250,000 of the first consolidated mortgage bonds are held in escrow to retire the two prior issues named.

Operation.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.
Receipts from passengers	$297,015	$318,049	$345,997	$372,809
" other sources	21,674	1,036	1,026	2,090
" total	98,689	319,085	347,023	374,899
Operating expenses	174,619	190,529	196,705	208,010
Earnings from operation	124,070	128,556	150,318	166,889
Deductions from earnings.				
Interest on bonds	84,975	87,375	92,250	
" " floating debt	3,162	5,130	6,589	
Taxes	9.127	9,880	10,716	
Other deductions		4,298		
Net income	26,806	21,873	40,763	
P. c. op. exp. to total rec'ts	58.79	59.90	56.69	55.49

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1896.	1897.
Cost of road and equip	$2,704,218	$2,708,631
Other permt. invests	31,250	138,714
Cash	494	2,833
Accounts receivable	19,931	19,680
Material and supplies	15,356	17,237
Other assets	1,075	950
Total	‡$2,772,324	‡$2,888,045
LIABILITIES.		
Capital stock	$1,250,000	$1,250,000
Funded debt	1,475,000	1,550,000
Accrued interest	13,845	15,425
Bills and accounts payable	96,146	107,366
Other liabilities	4,360	4,363
Profit and loss (surplus)	23,006	62,510
Total	‡$2,862,357	‡$2,989,664

‡The total assets and liabilities do not balance, for the reason that certain accounts have been kept open, which do not constitute real assets or liabilities.

Note.—No balance sheets for Dec. 31, 1898 or '99, have been received.

Plant and Equipment.—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 58½ lb. center bearing and T rail; 94 cars, of which 79 are motor cars and 15 trail cars; Ball engines, Gen. Elec. and West. dynamos and motors, Gilbert, Jackson & Sharp, St. Louis and Stephenson cars.

Officers.—Pres. David Young, V. Pres. Wm. Barbour, Sec. A. A. Wilcox, Treas. Hobart Tuttle.

General Office, Paterson, N. J.

References.—Description of road, Vol. VIII, Aug., '92, p. 472; mortgage, Vol. XI, Jan., '95, p. 59; pleasure park, Vol. XIII, May, '97, p. 290 (ill.); repair shop accounts, Vol. XIII, May, '97, p. 295; operating detail, Vol. XIII, July, '97, p. 414.

Date of information, Jan., 1900. b c x

Paterson Central Electric Railroad Co.—Chartered 1892. This is a consolidation of the Paterson Central Ry. Co. and the Central Electric Ry. Co. This road was placed in the hands of receivers in Jan., 1898, and in Nov., 1899, became part of the Jersey City, Hoboken & Paterson Ry. Co.'s system, Hoboken, N. J.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Funded Debt, $46,000.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Receipts from passengers	$27,853	$24,955	$19,081	$13,915	$6,447
" other sources			668	86	1
" total			19,749	14,001	6,448
Operating expenses	†33,708	†27,395	23,302	21,065	14,290
Earnings from operation	*5,855	*2,440	*3,553	*7,064	*7,842
Deductions from earnings.					
Interest			1,330	1,435	
Taxes			1,424	1,438	
Deficit			6,307	9,937	

*Deficit. †Including fixed charges.

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1896.	‡1897.
Cost of road and equip	$169,596	$170,894
Cash	25	83
Accounts receivable	937	1,286
Material and supplies	408	374
Profit and loss (deficit)	11,172	21,084
Total	$182,138	$193,721
LIABILITIES.		
Capital stock	$150,000	$150,000
Funded debt		46,000
Notes with bonds as collateral	20,550	
Bills and accounts payable	8,588	18,102
Mortgage payable	3,000	3,000
Total	$182,138	$217,102

‡The total assets and liabilities do not balance, for the reason that certain accounts have been kept open, which do not constitute real assets or liabilities.

Note.—No balance sheet for Dec. 31, 1898, has been received.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 45 lb. and 58½ lb. T and girder rail; 18 motor cars; West. dynamos and motors, Brill, Lamokin and Gilbert cars.

Officers.—Receivers Wm. Barbour, Charles Curie, Pres. Eugene Stevenson, V. Pres. John R. Lee, Sec. John R. Beam, Treas. Hobart Tuttle, Gen. Supt. M. R. McAdoo.

Directors.—Chas. Curie, Wm. Barbour, John L. Heins, Eugene Stevenson, Garret A. Hobart, Albert A. Wilcox, John R. Lee, John R. Beam, Hobart Tuttle.

Reference.—Description of road, Vol. VIII, Dec., '92, p. 719 (ill.); receivership, Vol. XIV, Feb., '98, p. 84.

Date of information, May, 1899. b c

Paterson Horse Railroad Co.—In Nov., 1899, this company became part of the Jersey City, Hoboken & Paterson Ry. Co.'s system, Hoboken, N. J.

Capital Stock, $25,000.

Funded Debt.—None.

Operation.—Year ending Dec. 31.

	1894.	1895.	1896.	1897.	1898.
Gross receipts (from freight)	$1,570	$2,151	$1,752	$2,010	$3,935
Operating expenses and fixed charges	1,973	2,203	1,851	2,223	3,467
Net income	*403	*51	*99	*213	468

*Deficit.

Officers.—Pres. Wm. Barbour, V. Pres. Robert S. Hughes, Sec. & Treas. J. C. Christie.

Date of information, Dec., 1899. x

PEEKSKILL, N. Y.

Peekskill Traction Co.—Chartered Apr. 18, 1898, to construct an electric railway from Peekskill to lake Mohegan and the state camp ground, about 6 miles.

CAPITAL STOCK, authorized, $150,000.

OFFICERS.—Pres. Frank Frye, Sec. B. B. Nostrand, Jr., Treas. J. L. Jarvis.

DIRECTORS.—Frank Frye, B. B. Nostrand, Jr., Henry Armstrong, James H. Haight, J. R. Decatur, Hanford Smith, J. F. Martin.

GENERAL OFFICE, Peekskill, N. Y.

Date of information, Feb., 1900. z

PENN YAN, N. Y.

Population in 1880, 3,475, in 1890, 4,254, in 1899, 5,200.

Penn Yan, Keuka Park & Branchport Railway.—Chartered Feb. 23, 1897.

CAPITAL STOCK, authorized, $100,000; issued, $90,000; par value, $100 per share.

Please note date of information at end of each report.

FUNDED DEBT.—First mortgage, 5 p. c. gold bonds, authorized and issued, $100,000; dated Aug. 2, 1897, due 1917; denom, $500; int. payable Feb. and Aug.; American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending June 30,	1898.	1899.
Receipts from passengers	$15,437	$12,866
" " other sources	125	8,151
" total	15,562	21,017
Operating expenses	9,897	17,228
Earnings from operation	5,665	3,789
Deductions from earnings.		
Interest	4,583	5,000
Taxes	23	356
Net income	1,059	*1,567
To surplus account	1,059	*508

OPERATING EXPENSES.

Year ending June 30,	1898,	1899.
General expenses	$ 1,983	$ 2,860
Transportation expenses	6,937	11,005
Maintenance of way and buildings	305	1,600
" " equipment	672	1,763
Total	$9,897	$17,228

STATISTICS OF TRAFFIC.

Year ending June 30,	1898,	1899.
Passengers carried	246,188	294,496
Car miles run	80,879	108,815
Total receipts per car mile	$.192	$.193
Operating expenses per car mile	.110	.158

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road	$155,000	$155,000
Cost of equipment	45,000	45,000
Cash	3,142	1,575
Profit and loss (deficit)		508
Total	$203,142	$202,083

LIABILITIES.		
Capital stock	$ 90,000	$ 90,000
Funded debt	100,000	100,000
Interest	2,083	2,083
Accounts payable	10,000	10,000
Pro. and loss (surplus)	1,059	
Total	$203,142	$202,083

PLANT AND EQUIPMENT.—Miles of track (electric), 9.75; gauge, 4 ft. 8½ in.; 70 lb. T. rail; 9 motor cars; Slater engines, Dillon boilers, Walker dynamos, West. motors.

OFFICERS.—Pres. W. S. Reed, 1st V. Pres. C. L. B. Tylee, 2d V. Pres. H. R. Sill, Sec. & Aud. F. H. Viele, Treas. & Gen. Man. W. H. Tylee, Supt. C. L. B. Tylee, Elecn. C. L. Bullock.

DIRECTORS.—Edward Donahue, C. L. B. Tylee, Penn Yan, N. Y.; H. R. Sill, Bluff Point, N. Y.; F. H. Viele, W. H. Tylee, Worcester, Mass.; W. S. Reed, C. E. Dresser, Leominster, Mass.; O. W. Rugg, G. E. Tylee, Hollister, Mass.

GENERAL OFFICE, Penn Yan, N. Y.

Date of information, Feb., 1900. b z

PENSACOLA, FLA.

Population in 1880, 6,845, in 1890, 11,750, in 1899, (local estimates) 18,000.

Pensacola Electric Terminal Railway Co.—Annual meeting in Mar.

CAPITAL STOCK, authorized, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $200,000, in escrow, (see note) $50,000. 6 p. c. preference bonds, $40,000.

Note.—$50,000 of the first mortgage bonds are held in escrow to retire $40,000 of preference bonds.

PLANT AND EQUIPMENT.—Miles of track, 19; operated by electricity, 10, by steam, 9; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T rail; 30 cars, of which 12 are motor cars and 18 other cars; 2 dummy engines; Ball & Wood engines; West dynamos and motors, Jackson & Sharp cars, Peckham trucks.

OFFICERS.—Pres. W. H. Northup, V. Pres. A. C. Blount, Sec. & Treas. De Courcy W. Thom, Aud't L. W. Williams, Ch. Engr. & Elecn. H. N. Brooks.

DIRECTORS.—W. H. Bosley, De C. W. Thom, A. H. Taylor, W. H. Northup, A. C. Blount, Jr., W. H. Knowles, H. N. Brooks.

GENERAL OFFICE, Pensacola, Fla.

TREAS. OFFICE, 119 E. Baltimore St., Baltimore, Md.

Date of information, May, 1899. c z

PEORIA, ILL.

Population in 1880, 29,259, in 1890, 41,024.

Central Railway Co.—Chartered Mar. 31, 1888. This company is a consolidation, on May 16, 1889, of the Central City Horse Ry. Co., the Central Horse & Cable Ry. Co., the Peoria Horse & Cable Ry. Co. Since the original consolidation, the East Bluff Peoria Horse Ry. Co., the Peoria Rapid Transit Co., the Lakeside Electric Ry. Co. and the Richmond Street Ry. Co. have been consolidated with this company. In Aug., 1895, the Fort Clark Street Ry. Co. was also absorbed.

CAPITAL STOCK, authorized and issued, $750,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $750,000, issued, $500,000, in escrow, $250,000; dated Oct. 1, 1895, due Apr. 1, 1915; coupon, but may be registered; denom. $1,000; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee of mortgage.

NOTE.—$250,000 of the first mortgage bonds are held in escrow to provide for future extensions and betterments to the extent of 75 p. c. of their actual cost.

PLANT AND EQUIPMENT.—Miles of track (electric), 61; gauge, 4 ft. 8½ in.; 60 lb. to 80 lb. T and girder rail; 150 cars, of which 100 are motor cars and 50 trail cars; Allis engines, Gen. Elec. dynamos and motors, American, Laclede and St. Louis cars.

OFFICERS.—Pres. Walter Barker, V. Pres. Samuel Woolner, Jr., Sec. J. N. Ward, Treas. H. J. Woodward, Gen. Man. & Pur. Agt: John Finley, Supt. Peter Brady, Elecn. N. C. Draper, Ch. Engr. of Power Station A. L. Kellogg.

GENERAL OFFICE, 622 S. Adams St., Peoria, Ill.

REFERENCE.—Description of road brief, Vol. VI, Jan., '90, p. 13 (ill.).

Date of information, Feb., 1900. x

Glen Oak & Prospect Heights Railway Co.—Chartered May, 1896, for 20 years, as a consolidation of the Glen Oak & Prospect Heights Ry. Co. and the Peoria Northeastern Ry. Co. Municipal franchise granted Aug., 1896, for 20 years. Annual meeting third Thursday in May. It is stated that the road is owned by Walter Barker of the Central Ry. Co. of Peoria.

CAPITAL STOCK, authorized, $100,000, issued, $81,000, in treasury, for future extensions, $19,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated May, 1896, due 1916; denom. $1,000; int. payable May and Nov., at office of the Royal Trust Co., of Chicago, Ill., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, 7.20; operated by electricity, 5.95, by steam, 1.25; gauge, 4 ft. 8½ in.; 76 lb. rail; 8 cars, of which 5 are motor cars, and 3 trail cars, 1 dummy engine; 300 H. P. station plant; Bates-Corliss engine, Westinghouse dynamos and motors, St. Louis cars, McGuire trucks.

OFFICER.—Pres. M. Sieberling.

GENERAL OFFICE, Peoria, Ill.

Date of information, Feb., 1900. x

Peoria & Pekin Terminal Railway Co.—This company was incorporated as the Peoria & Pekin Traction Co., which was chartered Aug. 26, 1897, for 50 years. Municipal franchise granted Oct. 15, 1898, for 30 years. Annual meeting third Tuesday in Jan. The company leases the Peoria Terminal Ry. for 50 years, from Dec., 1897. Cars are run from Peoria to South Peoria on the tracks of the Central Ry. Co.

CAPITAL STOCK, authorized, $500,000, issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $700,000, issued, $600,000, in treasury (see Note), $100,000; dated Jan. 1, 1900, due 1930; denom. $1,000; int. payable Jan. and July, at office of United States Mortgage & Trust Co., of New York City, trustee of mortgage.

NOTE.—Treasury bonds may be issued for extensions and permanent improvements.

PLANT AND EQUIPMENT.—Miles of track (electric and steam), 29.5; gauge, 4 ft. 8½ in.; 70 lb. rail; 15 passenger cars, of which 5 are motor cars and 10 trail cars; 65 freight cars; three 60 ton locomotives; 800 H. P. station plant; Buckeye engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. T. J. Miller, V. Pres. W. H. Trumbull, Sec. & Gen. Man. L. E. Myers, Treas. P. L. Saltonstall, Supt. Mark H. Hubbell, Ch. Engr. N. D. Monserrat, Traffic Man. C. W. Cook.

DIRECTORS.—T. J. Miller, W. T. Irwin, Benj. Warren, Jr., Peoria, Ill.; W. H. Trumbull, P. L. Saltonstall, Boston, Mass.; Everett W. Wilson, Pekin, Ill.; L. E. Myers, Chicago, Ill.

GENERAL OFFICES, Union Depots, Peoria and Pekin, Ill.

REFERENCE.—Increase of stock, Vol. XIV, Feb., '98, p. 84.

Date of information, Feb., 1900. z

Please note date of information at end of each report.

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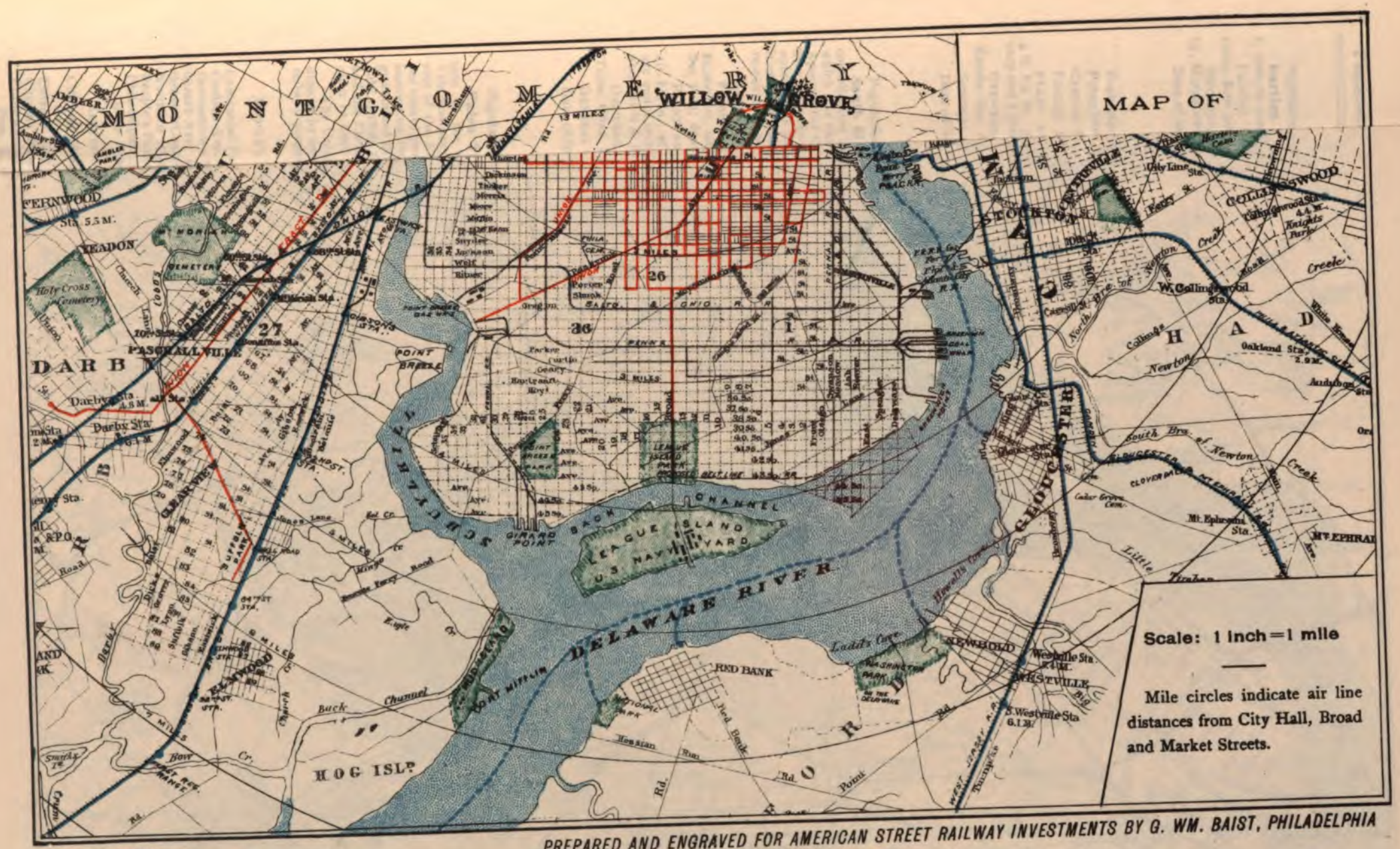

PREPARED AND ENGRAVED FOR AMERICAN STREET RAILWAY INVESTMENTS BY G. WM. BAIST, PHILADELPHIA

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PERTH AMBOY, N. J.

Population in 1880, 4,808, in 1890, 9,512.

Raritan Traction Co.—This company was incorporated Mar. 1, 1900, to construct an electric railway at Perth Amboy, N. J.

CAPITAL STOCK.—Common, $500,000; preferred, $500,000; par value, $100 per share.

INCORPORATORS.—J. C. McCoy, Perth Amboy; Edward Q. Keasby. Morristown, and Geo. M. Keasby, Newark, N. J.

Date of information, Mar., 1900. x

PETERBOROUGH, ONT.

Population about 12,000.

Peterborough & Ashburnham Street Railway Co., Ltd.

CAPITAL STOCK, authorized, $200,000, issued, $47,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track, electric, 4; gauge, 4 ft. 8½ in., 56 lb. T and girder rail; 8 cars, of which 6 are motor cars and 2 trail cars; Canadian Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. T. E. Bradburn, V. Pres. Fred. Nicolls, Sec. A. P. Poussette.

GENERAL OFFICE, Peterborough, Ont.

Date of information, Feb., 1900. z

PETERSBURG, VA.

Population in 1880, 21,656, in 1890, 22,680.

South Side Railway & Development Co.—This company is a consolidation in Feb., 1899, of the Petersburg Electric Railway Co., which was chartered, 1896, as the Piedmont Traction Co., the Upper Appomattox Co. and the Virginia Traction Co. The new company also owns the electric lighting system of Petersburg and vicinity, and operates its plants by water power from the Appomattox Co., which it entirely controls. The railway having been entirely rebuild and re-equipped was placed in operation in Aug., 1899.

CAPITAL STOCK, $500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000; issued, $600,000; in treasury, $400,000; dated Mar., 1899, due 1949; denom. $1,000; int. payable Mar. and Sept.

PLANT AND EQUIPMENT.—Miles of track (electric) 9.5; gauge, 4ft. 8½ in.; 45 lb. center-bearing & 56 lb. T rail; 33 cars, of which 29 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Jones and Lewis & Fowler cars.

OFFICERS.—Pres. R. Lancaster Williams, Richmond, Va.; Sec. & Treas. Chas. H. Davis, Gen. Man. A. F. Edwards.

GENERAL OFFICE, Petersburg, Va.

Date of information, Mar., 1900. z

PHILADELPHIA, PA.

Population in 1880, 847,170, in 1890, 1,046,964, in 1892, 1,142,653.

Union Traction Co.—Chartered Sept. 13, 1895, as a consolidation of the People's Traction Co., and the Electric Traction Co. This company leases for 999 years the rights, franchises and property of the Philadelphia Traction Co., at a net rental of 8 p. c. ($4 per share) per annum, payable in gold, free of taxes, together with interest on the lessor's funded debt, direct and guaranteed, and the guaranteed dividends on the stocks of its leased corporations. On July 1, 1896, the Union Traction Co. leased the People's Traction Co. and the Electric Traction Co., for 998 years, at an annual rental equivalent to fixed charges, this change being made to simplify accounts.

The Union Traction Co. now operates under leases (direct or indirect), by ownership or by operating contracts the following street railway properties, with an aggregate mileage of 449 miles of track.

PEOPLE'S TRACTION SYSTEM.	CAPITAL STOCK. Issued.	Paid in.	Funded Debt.
Centennial Pass. Ry. Co.	$ 15,000	$ 1,500	$
Chelten Ave. Pass. Ry. Co.	39,000	3,900	
Germantown Pass. Ry. Co.	1,500,000	572,860	227,500
Girard Ave. Ry. Co.	5,000	500	
Green & Coates Sts. Phila. Pass. Ry. Co.	500,000	150,000	
Northern Pass. Ry. Co.	15,000	1,500	
People's Pass. Ry. Co.	2,250,000	1,017,402	1,075,000
Philadelphia, Cheltenham & Jenkintown Pass. Ry. Co.	60,000	6,000	
ELECTRIC TRACTION SYSTEM.			
Citizens' Clearfield & Cambria St. Ry. Co.	6,000	600	
Citizens' East End St. Ry. Co.	15,000	1,500	
Citizens' Pass. Ry. Co.	500,000	192,500	
Frankford & Southwark Phila. City Pass. R. R. Co.	1,875,000	1,875,000	282,100
Lehigh Ave. R. R. Co.	1,000,000	600,000	
Second & Third Sts. Pass. Ry. Co.	1,060,200	771,076	

PHILADELPHIA TRACTION SYSTEM.	CAPITAL STOCK. Issued.	Paid in.	Funded Debt.
Philadelphia Traction Co.	20,000,000	20,000,000	944,000
Catherine & Bainbridge Sts. Ry. Co.	400,000	400,000	150,000
Continental Pass. Ry. Co.	1,000,000	580,000	290,000
Empire Pass. Ry. Co.	600,000	600,000	200,000
Huntington St. Connecting Ry. Co.	6,000	6,000	
Kessler St. Connecting Pass. Ry. Co.	5,000	5,000	
Marshall St. Ry. Co.	250,000	25,000	
Philadelphia City Pass. Ry. Co.	1,000,000	475,000	300,000
Philadelphia & Darby Ry. Co.	200,000	200,000	100,000
Phila. & Gray's Ferry Pass. Ry. Co.	617,500	309,707	
Ridge Ave. Connecting Ry. Co.	6,000	6,000	
Ridge Ave. Pass. Ry. Co.	750,000	420,000	
Schuylkill River Pass. Ry. Co.	500,000	50,000	
Seventeenth & Nineteenth Sts. Pass. Ry. Co.	500,000	250,000	100,000
Thirteenth & Fifteenth Sts. Pass. Ry. Co	1,000,000	334,529	500,000
Twenty-Second St. & Allegheny Ave. Pass. Ry. Co.	1,000,000	500,000	700,000
Union Pass. Ry. Co.	1,500,000	925,000	750,000
Walnut St. Connecting Pass. Ry. Co.	50,000	50,000	
West Phila. Pass. Ry. Co.	750,000	750,000	996,000
Hestonville, Mantua & Fairmont Pass. Ry. Co.	3,033,900	3,033,900	1,250,000
Fairmont Park & Haddington Pass. Ry. Co.	300,000	300,000	
Totals	$42,308,600	$34,414,474	$7,864,600

Capital Stock, authorized and issued, $30,000,000, paid in, $10,500,000 ($17.50 per share); par value, $50 per share. Under the consolidation agreement the stockholders of the Electric Traction Co., the People's Traction Co. and the Philadelphia Traction Co. were privileged to subscribe to the stock of the Union Traction Co. "in proportion to their several holdings.

Funded Debt.—The direct funded indebtedness of the Union Traction Co. is $35,532,846, as follows:

4 p. c. collateral trust gold certificates, authorized, $29,735,000; issued, $29,724,876; dated Oct. 1, 1895, due 1945; denom. $100 and $1,000; int. payable, free of taxes, Apr. and Oct., at Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee.

People's Passenger Ry. 4 p. c. stock trust gold certificates (registered), authorized, $5,810,000, issued, $5,807,970; dated Apr. 15, 1893, due Feb. 1, 1943; denom. $1,000; int. payable (gold, free of tax) Feb. and Aug.. at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee.

Note.—The certificates of 1945 are guaranteed, principal and interest, by the Union Traction Co., and are to be secured by the deposit as collateral of the entire capital stock of the Electric Traction Co. (purchased at $85 per share for "full paid" stock and $70 per share for "$30 paid" stock) and the People's Traction Co. (purchased at $76 per share, "$30 paid in").

The certificates of 1943 are secured by deposit with the trustee of shares of the People's Passenger Ry. Co. in the proportion of 14⅜ shares of stock for each $1,000 certificate issued, and by contract with the People's Traction Co., by which the latter joins the trustee in the execution of the certificates and guarantees payment of principal and interest thereon. On Feb. 1, 1903, and annually thereafter, it is agreed that $25,000 shall be passed to a sinking fund for the purchase of certificates at a price not exceeding par.

Assumed Indebtedness.—The funded indebtedness of the companies operated by the Union Traction Co., interest on which has to be met out of the latter's earnings from operation, is $7,864,600 as per list above. For detailed description of the several bond issues, see the reports of the lessor companies.

Operation.—The following is a combination operating report of the People's Passenger Ry. Co., the Electric Traction Co., the Philadelphia Traction Co., the Hestonville, Mantua & Fairmount Passenger Ry. Co. and the Chelten Avenue Ry. Co., with all the properties under their control for the year ending June 30.

	1897.	1898.	1899.
Receipts from passengers	$10,907,451	$11,144,483	$11,793,857
" other sources	107,540	82,515	242,409
" total	11,014,991	11,226,998	12,036,266
Operating expenses	5,260,583	4,608,163	4,793,366
Earnings from operation	5,754,408	6,618,835	7,242,900
Deductions from earnings.			
Taxes	965,170	899,697	991,101
Interest	400,552	388,818	5,634,725
Rentals	5,096,071	5,166,968	
Other expenses	58,850	82,734	
Net income	*766,255	80,618	617,073

*Deficit.

Please note date of information at end of each report.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.
Cost of road	$1,128,881	$1,350,684	$2,075,971
Cost of equipment	496,622	693,510	
Stock of other cos	1,853,331	4,808,036	5,443,352
Bonds of other cos	325,000	325,000	
Real Estate			325,643
Cash on hand	562,262	41,284	946,697
Bills receivable	44,821	226,898	218,517
Due by agents	21,709	19,800	19,900
Open accounts	194,959		
Materials and supplies on hand	58,604	118,878	135,824
Franchise account	90,249		90,424
Sundries	160,355		
Adv'd to leased lines	4,365,928	4,899,133	5,256,423
Fire insurance fund	235,977	242,995	242,995
Profit and loss (deficit)	889,523		
Total	$10,428,220	$12,726,217	$14,755,571
LIABILITIES.			
Capital stock	$7,479,685	$7,499,365	$10,499,230
Rental due and accrued	1,065,178	1,107,083	1,859,406
Loans	37,000	2,463,408	
Accounts payable	94,158	87,942	116,909
Sundries	6,878		245,301
Licenses and taxes accrued	430,128	191,531	
Accrued insurances	67,762	1,198	17,762
Open accounts	1,247,430	1,324,328	1,333,773
Profit and loss (surplus)		51,363	683,190
Total	$10,428,220	$12,726,217	$14,755,571

Plant and Equipment.—Miles of track (electric), 448.95; 3,047 motor cars.

Officers.—Pres. & Gen. Man. John B. Parsons, Sec. & Treas. C. O. Kruger, Gen. Supt. Walter Ellis, Supt. of Transportation James Bricker, Ch. Engr. W. S. Twining, Elecns. F. H. Lincoln, C. Hewitt.

Directors —J. J. Sullivan, Geo. D. Widener, Peter A. B. Widener, Wm. H. Shelmerdine, Alfred Smith, A. M. Fox, John B. Parsons, Wm. L. Elkins, Thomas Dolan, Geo. W. Elkins, Alex. Balfour, all of Philadelphia, Pa.

General Office, Eighth and Dauphin Sts.

References.—Operating detail (brief), Vol. XII, May, '96, p. 290 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 604; fire (brief), Vol. XIII, Apr., '97, p. 237; operating detail, Vol. XIII, May, '97, p. 293 (ill.); change in organization, Vol. XIII, Sept., '97, p. 556; sale of stock, Vol. XIII, Dec., '97, p. 870; roadway department, Vol. XV, Feb., '99, p. 83 (ill.); electrical and repair shop practice, Vol. XV, Jan., '99, p. 21 (ill.); splicing cars, Vol. XV, Sept., '99, p. 571 (ill.).

Date of information, Feb., 1900. z

For map of system see inset between pages 196 and 197.

American Railways Co.—Incorporated under laws of New Jersey in Apr., 1899, to build, lease, purchase and operate street railways and electric lighting systems. In June, 1899, this company purchased the Bridgeton & Millville Traction Co. and the Bridgeton Electric Co., Bridgeton, N. J., also owns all the stock of the Springfield Railway Co. and the Springfield Light & Power Co., Springfield, O., the Peoples Ry. Co. of Dayton, O., and the Joliet R. R. Co. of Joliet, Ill.; also owns $500,000 of the stock of the Chicago Union Traction Co., and is now negotiating for other properties in several sections of the country.

Capital Stock authorized and issued, $25,000,000, paid in, Apr. 3, 1900, $3,750,000; par value, $50 per share.

Officers.—Pres. A. A. McLeod, V. Pres. & Treas. W. F. Harrity, Sec. & Asst. Treas. C. L. S. Tingley, Gen. Man. H. J. Crowley.

General Office.—Real Estate Bldg., Broad & Chestnut Sts., Phila., Pa.

Date of information, Apr., 1900. z

Delaware County & Philadelphia Electric Railway Co.—This company operates a line from Media, Pa., to Baltimore Ave., Philadelphia, connecting with the Union Traction Co.'s system. A controlling interest in the capital stock of this company is owned by the Union Power & Transportation Co., of Philadelphia.

Capital Stock, authorized, $500,000, issued, $300,000.

Funded Debt.—First mortgage 6 p. c. bonds, $64,000; dated July 1, 1893, due 1913; int. payable Jan. and July at Independence National Bank, of Philadelphia.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$31,501	$61,325	$63,185	$68,356	$73,003
" other sources	483	173	73	121	128
" total	31,984	61,498	63,258	68,477	73,131
Operating expenses	15,021	30,489	32,094	32,444	35,351
Earnings from operation	16,963	31,009	31,164	36,033	37,780
Deductions from earnings.	1895.	1896.	1897.	1898.	1899.
Interest		3,840	3,840	3,840	3,840
Taxes		2,022	2,396	2,922	2,929
Rentals			125	575	605
Net income			24,803	28,696	30,406
Dividends paid			23,200	23,600	27,680
To surplus account			1,603	5,096	2,726

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Charters	$ 253				
Construction and equi't.	306,359	$367,317	$367,317	$369,527	$370,427
Cash	15,146	16,292	11,848	15,230	17,522
Open accounts			380		100
Total	$321,758	$383,609	$379,545	$384,757	$388,049
LIABILITIES.					
Capital stock	$243,000	$293,000	$298,000	$298,000	$300,000
Funded debt	64,000	64,000	64,000	64,000	64,000
Other liabilities	486	11,191	524	640	941
Profit and loss (surplus).	14,272	15,418	17,021	22,117	23,108
Total	$321,758	$383,609	$379,545	$384,757	$388,049

Plant and Equipment.—Miles of track (electric), 12; 80 lb. T and girder rail; 18 motor cars; Gen. Elec. dynamos and motors, Lamokin cars.

Officers.—Pres. Jno. A. Riggs, Sec. B. F. Abbott, Treas. M. C. Aulenbach, Supt. Samuel Haigh.

Directors.—W. H. Sayers, J. W. Phillips, Jno. A. Riggs, Henry C. Moore, Robert N. Casson, E. J. Moore, Joseph P. Gibbons.

Reference.—Description of road (brief), Vol. X, June, '94, p. 359 (ill.).

Date of information, July, 1899. b

Fairmount Park Transportation Co.—Chartered 1894, for 50 years.

Capital Stock, authorized $2,000,000, issued, $1,770,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Sept. 1, 1897; denom. $1,000; int. payable Mar. and Sept., at office of Girard Life Insurance & Annuity Co., of Philadelphia, trustee of mortgage.

Second mortgage 5 p. c. bonds, authorized $150,000, issued $100,000, dated 1898.

Operation.—Year ending Oct. 31, 1899.

Gross receipts	$119,905
Operating expenses	38,953
Earnings from operation	70,952
Deductions from earnings	46,425
Net income	24,527

Plant and Equipment.—Miles of track (electric), 10; gauge, 5 ft. 2¼ in.; 90 lb. T rail; 60 cars, of which 30 are motor cars and 30 trail cars; Wetherill engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. J. A. Porter, V. Pres. R. H. Foerderer, Sec. & Treas. Ellsworth H. Hults, Act. Supt. & Elecn. J. W. Smith, Ch. Engr. John Burns.

General Office, Bullitt Bldg., Philadelphia.

Reference.—Description of road, Vol. XII, Dec., '96, p. 778; description of road, Vol. XIII, Aug. '97, p. 459 (ill.); description of bridge, Vol. XIII, Sept. '97, p. 550 (ill.); Woodside Park, Vol. XV, Mar. '99, p. 164 (ill.).

Date of information Mar., 1900. x

Philadelphia & Bristol Passenger Railway Co.—Chartered Jan., 1896, to construct an electric railway from Bristol to Philadelphia. After building a number of miles of track, work was stopped in Mar., 1897, by an injunction secured by the Pennsylvania R. R. Co. Part of this road was put in operation on Apr. 25, 1897, and 5½ miles are now being operated. The balance cannot be operated until injunctions are removed, but when completed will connect with Holmeburg, Tacony & Frankford Electric Ry. A controlling interest in the capital stock of this company was purchased by the Railways Company General of Philadelphia, Pa.

Capital Stock, authorized and issued, $250,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; coupon but may be registered; dated Jan. 15, 1896, due 1926; denom. $1,000; int. payable June and Dec., at office of Security Trust Co., of Philadelphia, trustee of mortgage.

Operation.—Year ending June 30, 1899.

Gross receipts	$9,705
Operating expenses	9,931
Earnings from operation	*226
Taxes	47
Net income	*273

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.
Cost of road	$430,000	$430,000	$430,000
" equipment	70,000	70,000	70,000
Cash on hand	1,506	2,138	1,865
Total	$501,506	$502,138	$501,865
LIABILITIES.			
Capital stock	$250,000	$250,000	$250,000
Funded debt	250,000	250,000	250,000
Profit and loss (surplus)	1,506	2,138	1,865
Total	$501,506	$502,138	$501,865

Plant and Equipment.—Miles of track (electric), 5.5; gauge, 5 ft. 2 in.; 12 cars, 9 of which are motor cars and 3 trail cars.

Officers.—Pres. Henry V. Massey, V. Pres. Edgar A. Tennis, Sec. & Treas. Frank G. Edwards, Gen. Man. & Supt. Wm. V. Massey.

Directors.—Henry V. Massey, Frank G. Edwards, Edgar A. Tennis, Chas. Carey, L. A. Cornell.

General Office.—President's office, 602 Harrison Building, Philadelphia. Power House, Bridgewater, Pa.

Date of information, Feb., 1900. b z

Philadelphia & West Chester Traction Co.—Chartered Apr. 24, 1895. Operation was commenced in May, 1896. This company, in Oct., 1898, absorbed the Delaware County Passenger R. R. Co. (chartered in 1859), the Philadelphia, Castle Rock & West Chester Ry. Co. and the Philadelphia & West Chester Turnpike Road Co., and has constructed a new electric line to West Chester.

Capital Stock, $397,625.

Funded Debt.—340,000.

Operation.—Year ending June 30,

	1898.	1899.
Receipts from passengers	$27,162	$49,210
" " other sources	615	
" total	27,777	49,210
Operating expenses	30,019	53,562
Deficit from operation	2,242	4,352
Interest		8,060
Total deficit		12,412

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$210,152	$207,196	$210,218	$516,872
" equipment	68,135	77,046	77,481	159,228
Other permanent invest	122,460	131,793	123,643	72,375
Cash	3,269	102		5,647
Other assets	7,659	3,286	4,004	9,732
Profit and loss (deficit)	4,945	13,730	20,453	12,412
Total	$416,620	$433,153	$437,799	$776,266
LIABILITIES.				
Capital stock	$329,700	$329,700	$331,050	$397,625
Funded debt				340,000
Accounts payable	86,920	38,645	25,010	12,207
Loans		63,458	81,533	
Other liabilities		1,350	206	26,434
Total	$416,620	$433,153	$437,799	$776,266

Plant and Equipment.—Miles of track (electric), 12.3; 22 cars, of which 18 are motor cars and 4 trail cars.

Officers.—Pres. A. M. Taylor, Sec. C. R. Hinchman, Treas. Nathan Sellers, Auditor, C. L. Rihl, Supt. J. H. Gibson.

Directors.—J. N. M. Shimer, C. S. Hinchman, Wm. R. Wister, John Sellers, Jr., Wm. S. Taylor, A. M. Taylor, James R. Booth.

General Office, 672 Bullitt Bldg., Philadelphia, Pa.

Reference.—Description of system (brief), Vol. XV, June, '99, p. 353 (ill.).

Date of information, July, 1899. b

Railways Company General.—Incorporated under laws of New Jersey in Aug., 1899, to build, lease, purchase and operate street railways, electric light, gas, and water power plants. Since Oct., 1899, this company has purchased the Montoursville Passenger Ry. and the Lewisburg, Milton & Watsontown Electric Ry., with the electric lighting systems included in each, the Philadelphia & Bristol Passenger Ry., the Bristol & Bridgewater R. R., the Michigan Traction Co., of Battle Creek and Kalamazoo, Mich., the Elmira & Seneca Lake Ry., of Elmira, N. Y., and is now negotiating for other properties in several sections of the country.

Capital Stock, authorized, $10,000,000, issued, $1,500,000; par value, $5 per share.

Directors.—L. N. Downs, Geo. J. Kobush, W. W. Gibbs, J. H. W. Chestnut, S. B. Vrooman, Edward S. Cramp, Jno. B. MacAfee, George S. Graham.

General Office, Harrison Bldg., 15th & Chestnut Sts., Philadelphia, Pa.

Date of information Feb., 1900. x z

Roxborough, Chestnut Hill & Norristown Railway Co.—In Feb., 1898, this company leased the Wissahickon Electric Ry. for 999 years. Annual meeting second Monday in Jan. A controlling interest in the capital stock of this company is owned by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized, $450,000, issued, $198,400.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $396,000, issued, $371,000; in treasury, $25,000; coupon, but may be registered; dated June 1, 1896, due 1926; denom. $1,000; int. payable June & Dec., at office of Real Estate Title Insurance & Trust Co., of Philadelphia, Pa., trustee of mortgage.

Operation.—Year ending Dec. 31,

	1896.	1897.	June 30, 1898.	June 30, 1899.
Receipts from passengers	$77,456	$84,062	$94,769	$111,960
" other sources	613	1,169	1,180	324
" total	78,069	85,231	95,949	112,284
Operating expenses	49,992	56,758	58,758	70,270
Earnings from operation	$28,077	$28,473	$37,191	$42,014
Deductions from earnings.				
Interest on bonds	14,720	18,550	13,550	18,545
Taxes			4,267	4,895
Rentals			1,215	2,917
Other deductions			197	
Net income	13,357	9,923	12,962	5,657
Dividends paid				4,960
To surplus account	13,357	9,923	1,530	697
Total surplus account	23,248	35,237	36,767	47,963

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1896.	Dec. 31, 1897.	June 30, 1898.	June 30, 1899.
Cost of road and equipment	$577,747	$590,898	$598,525	$606,458
Cash	23,648	23,391	12,956	16,288
Bills and accounts receivable	10	24	1,275	636
Material and supplies	1,251	969		2,060
Stock of other companies			3,956	5,749
Bonds in treasury	25,000	25,000	25,000	25,000
Other assets	514	521	629	
Total	$628,170	$640,803	$642,341	$656,191
LIABILITIES.				
Capital stock	$198,400	$198,400	$198,400	$198,400
Funded debt	396,000	396,000	396,000	396,000
Accrued interest	1,545	1,605	1,545	1,540
Bills and accounts payable	1,336	400	694	4,078
Other liabilities	7,641	9,161	8,935	8,210
Profit and loss (surplus)	23,248	35,237	36,767	47,963
Total	$628,170	$640,803	$642,341	$656,191

Plant and Equipment.—Miles of track (electric), 21; gauge, 5 ft. 2½ in.; 70 and 90 lb. girder rail; 51 cars, of which 43 are motor cars and 8 trail cars; 1800 H. P. station plant; Ball & Wood and Lake Erie engines, Gen. Elec. dynamos and motors. Brill cars and trucks.

Officers.—Pres. J. A. Rigg, Sec. B. F. Abbett, Treas. M. C. Alenbach, Gen. Supt. Geo. Hoegler.

Directors —Robt. N. Carson, James Rawle, H. W. Biddle, G. M. Brill, R. Nelson Buckley, Jno. A. Rigg, S. F. Houston, E. J. Moore, H. C. Moore.

General Office, Roxborough, Philadelphia, Pa.

Date of information, July, 1899. b

Southwestern Traction Co.—Chartered in Apr., 1898, to construct an electric railway from Monamensing Ave. to Bow Creek. In Feb., 1900, the road was being operated for about 16 miles.

Capital Stock, authorized and issued, $450,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $450,000, issued, $400,000; dated 1898, due 1920; denom. $1000; int.

payable Apr. and Oct. at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Officers.—Pres. E. A. Tennis, Treas. U. H. Hapsenplug.

Date of information. Feb., 1900. x

The Holmesburg, Tacony & Frankford Electric Railway Co.—A controlling interest in the capital stock of this company is owned by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $750,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $400,000; coupon, but may be registered; dated May, 1895, due 1925; denom. $500 and $1,000; int. payable May and Nov., at office of the Real Estate Title Insurance & Trust Co., of Philadelphia.

Operation.—Year ending June 30,	1897.	1898.	1899.
Total receipts	$105,574	$94,696	$98,886
Operating expenses	75,566	79,903	75,497
Earnings from operations	30,008	14,793	23,389
Deductions from earnings			
Taxes	4,246	4,474	4,387
Interest	20,000	20,000	20,000
Rentals	2,771	5,118	3,865
Net income	2,991	*14,799	*4,863

*Deficit.

Balance Sheet.—Dated June 30,	1897.	1898.	1899.
ASSETS.			
Cost of road	$ 784,474	$ 783,299	$ 837,973
Cost of equipment	291,495	287,178	285,118
Cash	6,387	2,107	10,220
Open accounts	516	3,686	833
Bills receivable	410	5,500	36
Other assets		474	377
Profit and loss (deficit)	3,904	18,703	26,020
Total	$1,087,187	$1,100,947	$1,160,577
LIABILITIES.			
Capital stock	$ 675,000	$ 680,000	$ 750,000
Funded debt	400,000	400,000	400,000
Accounts payable	8,428	17,151	5,631
Interest	3,758	3,796	4,946
Total	$1,087,187	$1,100,947	$1,160,577

Plant and Equipment.—Miles of track (electric), 17; gauge, 5 ft. 2¼ in.; 60 lb. T and girder rail; 54 motor cars; Ridgway engines, Thompson-Ryan dynamos, Gen. Elec. motors, American and Brill cars.

Officers.—Pres. John A. Riggs, Sec. Wm. B. Smith, Treas. M. C. Aulenbach, Gen. Supt. J. C. Lugar.

Directors.—John T. Windrim, Frank F. Bell, Joseph L. Caven, R. N. Buckley, R. N. Casson, E. J. Moore, John A. Riggs.

General Office.—5 No. 5th St., Philadelphia, Pa.

Date of information, July, 1899. b

United Power & Transportation Co.—This company was incorporated under the laws of New Jersey, April 20, 1899, to construct, purchase and operate street railways, electric lighting and power plants, and has secured a controlling interest in the following companies:

	Shares owned.	Total shares.
Citizen's Electric Light & Power Co., of Delaware Co.	6,194	7,000
Delaware Co. & Phila. Electric Ry. Co., of Phila., Pa.	5,993	6,000
Edison Electric Illuminating Co., of Lebanon, Pa.	9,891	10,000
Holmesburg Tacony & Frankford Electric Ry. Co., of Phila., Pa	14,972	15,000
Lebanon Valley Street Ry. Co., of Lebanon, Pa.	9,991	10,000
Roxboro, Chestnut Hill & Norristown Ry. Co., of Phila. Co.	3,938	4,000
Schuylkill Valley Traction Co., of Norristown, Pa.	8,000	10,000
Trenton Street Ry. Co., of Trenton, N. J.	19,953	20,000
United Traction Co., of Reading, Pa.	7,991	8,000
Wilkesbarre & Wyoming Valley Traction Co., of Wilkesbarre, Pa.	49,552	50,000
Wilkesbarre, Dallas & Harvey's Lake Ry. Co., of Wilkesbarre, Pa.	3,893	4,000
Wilmington & Chester Traction Co., of Wilmington, Del.	39,993	40,000
Wilmington City Ry. Co., of Wilmington, Del	4,962	5,100

Capital Stock, authorized, $12,500,000, issued, $3,125,000; paid in, Aug. 1, 1899, $10 per share; called for Apr. 2, $5 per share; for June 1, $5 per share; total June 1, 1900, 80 p. c.; par value, $25 per share.

Funded Debt.—Consists of 4 p. c. collateral certificates in two series, as follows:

Series "A." Under a trust agreement of the United Power & Transportation Co. with the New York Security & Trust Co., trustee, dated May 1, 1899, (under which $7,788,797 United Railways Gold Trust Certificates have been issued by the said trustee), the United Power & Transportation Co. has deposited with the trustee the shares owned of the Holmesburg, Tacony & Frankford Electric Ry., the Trenton Street Ry., the Wilmington City Ry., the United Traction Co., the Wilkesbarre & Wyoming Valley Traction Co. and the Wilmington & Chester Traction Co., a total of 137,423 shares. Under this agreement an additional amount ($56,203) of certificates will be issued by the trustee upon deposit of the remaining 677 shares of the above named companies.

Series "B." Under a trust agreement of the United Power & Transportation Co. with the Real Estate Title Insurance & Trust Co. of Philadelphia, dated May 1, 1899, (under which $998,833 Delaware County Ry. Gold Trust Certificates have been issued), the United Power & Transportation Co. has deposited with the trustee the 5,993 share of the Delaware County & Philadelphia Electric Ry. Co. Under this agreement an additional amount ($1,167) of certificates will be issued by the trustee upon deposit of the remaining 7 shares of the above named company.

Both series "A" & "B" are issued in $100, $500 and $1,000 certificates, and the principal of both is due at the option of the holder on July 1, 1949, and thereafter on any Jan. 1 or July 1, at the option of the company. The interest (payable Jan. and July) and principal of both series are payable, tax free, in gold at office of the Real Estate Title Insurance & Trust Co. of Philadelphia, trustee.

Operation.—Period from Apr. 20 to Dec. 31, 1899.	
Gross income	$425,400
Expense account	*32,454
Interest	5,090
Fixed charges, being semi-annual payments on gold trust certificates	179,726
Net income	208,130
Dividends paid Jan 20, 1900	62,500
Surplus	$145,630

*Includes $20,740 as extraordinary expenses of incorporation, issuance of certificates, revenue stamps, etc., incidental to organization.

Officers.—Pres. John A. Rigg, V. Presidents R. N. Carson and H. C. Moore, Sec. & Treas. E. J. Moore.

General Office, Bullitt Bldg., Phila., Pa.

Date of information, Feb., 1900. x

LEASED LINES.

Catharine & Bainbridge Streets Railway Co. of the City of Philadelphia.—Chartered May 14, 1889. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co., on Mar. 1, 1890, for 99 years. On Sept. 24, 1895, the lease was amended to run for 999 years from Mar., 30, 1890, at an annual rental equivalent to the interest on the lessor's funded debt. This road is now operated by the Union Traction Co.

Capital Stock, authorized and issued, $400,000, par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $150,000; coupon, but may be registered; dated Apr. 1, 1890, due 1920; denom. $1,000; int. payable Apr. and Oct., at office of Land Title & Trust Co.; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Officers.—Pres. Geo. D. Widener, Sec. Alex. Rennick.

Directors.—Geo. W. Elkins, Geo. D. Widener, Thos. Dolan, J. J. Sullivan, Jno. B. Parsons.

Date of information, July, 1899. b

The Centennial Passenger Railway Co.—Chartered, May 20, 1889. Annual meeting second Monday in Jan.

Leased, on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from Apr. 21, 1893. This road is now operated by the Union Traction Co.

Capital Stock, authorized, $15,000, paid in, $1,500.

Balance Sheet.—Dated June 30,	1897.	1898.	1899.
ASSETS.			
Cost of road	$12,700	$12,700	$12,700
Cash	58	58	13,558
Profit and loss (deficit)		1,309	1,309
Total	$12,758	$14,066	$27,567
LIABILITIES.			
Capital stock	$ 1,500	$ 1,500	$15,000
Unfunded debt	11,066	12,566	12,567
Profit and loss (surplus)	191		
Total	$12,758	$14,066	$27,567

Please note date of information at end of each report.

Officers.—Pres. J. B. Parsons, Sec. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

Date of information, July, 1899. b

Chelten Avenue Passenger Railway Co.—Chartered May 20, 1889. Annual meeting second Monday in Jan.

Leased, on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from Apr. 1, 1895. On July 1, 1896, this road was leased to the Union Traction Co. at a guaranteed dividend of 6 p. c. on the par value of the capital stock actually issued.

Capital Stock, authorized, $78,000, issued, $39,000; par value, $50 per share.

Operation.—Included in report of the People's Passenger Ry. Co. (which see).

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.
Construction	$108,491	$108,491
Equipment	23,968	23,968
Cash		35,100
Profit and loss (deficit)	10,763	10,763
Total	$143,222	$178,322
LIABILITIES.		
Capital stock	$ 3,900	$ 39,000
Unfunded debt	139,322	139,322
Total	$143,222	$178,322

Officers.—Pres. J. B. Parsons, Sec. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

Date of information, July, 1899. b

Citizens' Clearfield & Cambria Street Railway Co.—Chartered May 10, 1894. This road was constructed in 1895 by the Electric Traction Co.

Leased, on July 1, 1896, to the Union Traction Co. for 999 years at an annual rental of 6 p. c. upon the capital stock actually issued.

Capital Stock, issued, $6,000.

Balance Sheet.—Dated June 30,

Assets.	1898.	1899.
Cost of road	$30,003	$30,003
Cash		5,400
Total	$30,003	35,403
Liabilities.		
Capital stock	$ 600	$ 6,000
Accounts payable	29,403	29,403
Total	$30,003	$35,403

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine, Alfred Smith.

Date of information, July, 1899. b

Citizens' East End Street Railway Co.—Chartered May 10, 1894. This road was constructed in 1896 by the Electric Traction Co.

Leased, on July 1, 1896, to the United Traction Co., for 999 years at a guaranteed dividend of 6 p. c. per annum upon the capital stock actually issued.

Capital Stock, issued, $15,000, paid in, $1,500.

Balance Sheet.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$55,008	Capital stock	$15,000
Cash	13,500	Accounts payable	53,508
Total	$68,508	Total	$68,508

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, W. H. Shelmerdine, Alfred Smith.

Date of information, July, 1899. b

Citizens' Passenger Railway Co.—Chartered Mar. 25, 1858. Annual meeting second Monday in Jan.

Capital Stock, authorized and issued, $500,000, paid in, $192,500; par value, $50 per share. Dividends payable quarterly, Jan., Apr., July, Oct.

Leased, on August 17, 1893, to the Electric Traction Co. (originally, on April 1, 1892, to the Frankford & Southwark P. C. Pass. Ry. Co.) for 999 years at the following rental:

Year ending Mar. 31,	Total rental.	Rental per share.
1893	$115,000	$11.50
1894	120,000	12.00
1895	125,000	12.50
1896	125,000	12.50
1897	130,000	13.00
1898	130,000	13.00
1899 and thereafter	140,000	14.00

It is understood that the lease is now assigned to the Union Traction Co.

Officers.—Pres. Chas. S. Ellis, Sec. Adam A. Stull.

Directors.—Richard M. Hartley, Frank H. Ellis, Jno. H. Sloan Jno. McCarthy, Jas. F. McLaughlin.

Date of information, July, 1899. b

The Continental Passenger Railway Co.—Chartered Sept. 3, 1873. Annual meeting second Monday in Jan.

Leased, on Jan. 1, 1880, to the Union Passenger Ry. Co. for 99 years, at a rental equivalent to fixed charges and a dividend of 12 p. c. on capital stock ($6 per share, $120,000 per annum); now controlled by the Philadelphia Traction Co., and operated by the Union Traction Co.

This company leased the Seventeenth & Nineteenth Streets Passenger Ry. Co. on July 1, 1879, for 99 years.

Capital Stock, authorized and issued, $1,000,000, paid in, $580,000 ($29 per share); par value, $50 per share. Dividends 12 p. c., payable Jan. and July.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized and issued, $290,000; dated June 30, 1879, due July 1, 1909; denom. $500 and $1,000; int. payable Jan. and July, at office of Land Title & Trust Co.; trustees of mortgage, Wm. Elliot and Wm. H. Kern.

Note.—The first mortgage bonds may be drawn at the rate of $20,000 per annum, after June 30, 1884.

Foreclosure proceedings may be instituted by holders of $1,000 in bonds upon default of principal or interest.

Balance Sheet.—Dated June 30, 1899.

Assets.		Liabilities.	
Construction	$ 866,043	Capital stock	$ 580,000
Equipment	103,645	Funded debt	280,000
Stock	600,000	Open accounts	672,261
Cash	121	Profit and loss (surplus)	37,548
Total	$1,569,809	Total	$1,569,809

Officers.—Pres. Wm L. Elkins, Treas. Alex. Rennick.

Directors.—P. A. B. Widener, Geo. D. Widener, Clay Kemble, Wm. J. Elliott, Geo. W. Elkins.

Date of information, July, 1899. b

The Electric Traction Co. of Philadelphia.—Chartered May 8, 1893. Annual meeting in Oct.

The company owns 10,001 shares of the capital stock of the Omnibus Co. General (now dissolved) and 10,100 shares of the capital stock of the Lehigh Avenue Ry. Co. It controls by original and assigned leases the Frankford & Southwark Philadelphia City Pass. R. R. Co. (including Lombard & South Street Pass. Ry. Co., not now in existence), Citizens' Pass. Ry. Co., Second & Third Streets Pass. Ry. Co. The company has constructed and operates the lines of the Citizens' East End Street Ry. Co. and the Citizens' Clearfield & Cambria Street Ry. Co. It has also done some preliminary work for the Citizens' North End Street Ry. Co. and the Brown & Parrish Street Ry. Co.

For details of capitalization and terms of leases, etc., see report of the Union Traction Co.

Lease.—This system, including all the lines named above, was leased to the Union Traction Co., on July 1, 1896, for 998 years and 3 months. The Union Traction Co. had previously (on Oct. 1, 1895) purchased a large controlling interest in the capital stock of this company, exchanging therefor its own trust certificates. (See Union Traction Co.)

Capital Stock, authorized, $8,750,000 (by vote of stockholders), issued, $8,297,920; par value, $50 per share. (See note above.)

Funded Debt.—The company has no direct funded indebtedness, but has assumed the outstanding bonds of other companies to the amount of $282,100.

Operation.—(See Union Traction Co.)

Balance Sheet.—Dated June 30,

ASSETS.	1894.	1895.	1896.	1897-8-9.
Cost of road	$2,016,723	$6,798,873	$7,787,713	$7,787,713
Securities on hand	883,400	885,150		
Open ac. Union Trac. Co.			945,798	946,812
Cash assets	527,646	364,658		
Other assets		21,530		
Total	$3,427,769	$8,070,212	$8,733,511	$8,734,525

Please note date of information at end of each report.

LIABILITIES.	1894.	1895.	1896.	1897-8-9.
Capital stock	$3,064,285	$7,618,986	$8,297,920	$8,297,920
Funded debt	282,100	282,100	282,100	282,100
Accounts payable		103,899	142,119	100,855
Other liabilities	22,175	19,010		41,264
Profit and loss (surplus)	59,209	46,216	11,372	12,386
Total	$3,427,769	$8,070,212	$8,733,511	$8,734,525

Officers.—Pres. J. B. Parsons, Sec. Chas. O. Kruger.

Directors.—Geo. W. Elkins, Geo. D. Widener, J. B. Parsons, J. J. Sullivan, Alfred Smith, Alex. M. Fox, Thomas Dolan, Chas. E. Ellis, Jas. H. Gray, M. W. Lipper, Horace T. Potts, Jno. L. Clawson.

References.—Description of road, Vol. X, Jan., '94, p. 9 (ill.); Vol. X, Oct., '94, p. 607 (ill); description of cars, Vol. X, May, '94, p. 289 (ill.); description of road, Vol. XI, June, 95, p. 393 (ill.); description of South St. power station, Vol. XI, Oct., '95, p. 655 (ill.); description of repair shop, Vol. XI, Dec., '95, p. 787 (ill.).

Date of information, July, 1899. b

Empire Passenger Railway Co.—Chartered Feb. 10, 1869. Annual meeting first Monday in Jan.

Leased to Philadelphia Traction Co. (originally to the Citizens' Pass. Ry. Co. and Seventeenth & Nineteenth Streets Pass. Ry. Co., jointly, on Dec. 26, 1873), and now operated by the Union Traction Co.

Capital Stock, authorized and issued, $600,000; par value, $50 per share.

Funded Debt.—First mortgage 3½ p. c. coupon bonds, authorized and issued, $200,000; dated July 1, 1900, due July 1, 1930; denom. $500; int. payable Jan. and July, at office of Land Title & Trust Co., trustee of mortgage.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1899.
Construction and equip.	$ 929,862	$1,639,911	$1,638,911	$1,638,911
Open accounts	87,349			
Cash	245	111	1,755	2,325
Total	$1,017,456	$1,640,022	$1,640,666	$1,641,236
LIABILITIES.				
Capital stock	$600,000	$600,000	$600,000	$600,000
Funded debt	200,000	200,000	200,000	200,000
Due lessee company		705,715	705,715	705,715
Accounts payable		2,910		
Profit and loss (surplus)	217,456	131,397	134,951	135,521
Total	$1,017,456	$1,640,022	$1,640,666	$1,641,236

Officers.—Pres. James McManus, Sec. & Treas. Alex. Rennick.

Directors.—Wm. L. Elkins, P. A. B. Widener, Geo. D. Widener, J. B. Parsons, Thomas Dolan.

Date of information, Feb., 1900. b x

Fairmount Park & Haddington Passenger Railway Co.—Chartered July 28, 1892.

Leased to the Hestonville, Mantua & Fairmount Passenger Ry. Co. May 6, 1895, for the term of 999 years, at a guaranteed rental of 6 p. c. on the capital stock of the company. Operated by Union Traction Co. under this lease, since Jan. 27, 1898.

Capital Stock, $300,000.

Funded Debt.—None.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.
Cost of road	$224,955	$224,955	$224,955
" " equip	100,000	100,000	100,000
Cash on hand	14	306	473
Sundries	42		
Total	$325,011	$325,261	$325,428
LIABILITIES.			
Capital stock	$300,000	$300,000	$300,000
Accts. payable	25,0 0	25,000	25,000
Sundries	11	11	11
Profit and loss (surplus)		250	417
Total	$325,011	$325,261	$325,428

Officers.—Pres. Isaac Blum, Sec. & Treas. B. F. Dennison.

Directors.—Isaac Blum, Samuel Y. Hebner, Geo. D. McCreary, Simom J. Martin, Martin V. Burton, J. R. Foulke.

General Office, 1107 Market St., Philadelphia.

Date of information, Feb., 1900. b x

Frankford & Southwark Philadelphia City Passenger Railroad Co.—Chartered Apr. 4, 1854, under the name of the Philadelphia & Delaware River R. R. Co. Title changed by act of Assembly, Apr. 9, 1858. In Apr., 1892, this company leased the Citizens' Passenger Ry. Co.; in Jan., 1893, it leased the Second & Third Streets Passenger Ry. Co.; and in Apr., 1893, it acquired, by exchange of stock, the Lombard & South Street Passenger Ry. Co. Annual meeting second Monday in Jan.

Leased, with all constituent companies, on July 1, 1893, for 999 years to the Electric Traction Co. for $2,500 per annum, for organization expenses, and the following rental:

Year ending June 30,	Total rental.	Rental per share.
1894	$450,000	$12.00
1895	468,750	12.50
1896	487,500	13.00
1897	506,250	13.50
1898	525,000	14.00
1899	543,750	14.50
1900	562,500	15.00
1901	600,000	16.00
1902	637,500	17.00
1903 and thereafter	675,000	18.00

This lease is now assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,875 000; par value, $50 per share. Dividends payable quarterly, Jan., Apr., July and Oct., at company's office.

Funded Debt —Lombard & South Street Pass. R. R. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $150,000; dated Nov. 11, 1881, due Dec. 1, 1901, but redeemable after Dec. 1, 1886; denom. $500 and $1,000; int. (free of tax), payable June and Dec., at office of Real Estate Title Insurance & Trust Co., of Philadelphia, trustee of mortgage.

West End Pass. Ry. Co.'s first mortgage 7 p. c. coupon bonds, authorized, $150,000, outstanding, $132,100; dated Oct. 1, 1875, due 1905; denom. $100 and $500; int. payable Apr. and Oct., at office of Electric Traction Co.; trustee of mortgage, Philadelphia Trust, Safe Deposit & Insurance Co.

Note.—Foreclosure proceedings may be instituted on the L. & S. first mortgage bonds at the request of the holders of one-third of the amount outstanding.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Construction	$1,224,241	$1,289,208	$1,289,207	$1,289,207
Equipment	582,560	582,560	582,560	582,560
Investment	42,965	45,280	45,280	18,957
Cash	123,436	129,299	898	4,382
Profit and loss (deficit)	52,216			
Total	$2,025,419	$2,046,347	$1,917,946	$1,895,106
LIABILITIES.				
Capital stock	$1,875,000	$1,875,000	$1,875,000	$1,875,000
Rentals	121,875			
Loans	24,000	126,563	27,000	
Accounts payable	4,544	27,508	2,757	2,489
Profit and loss (sur.)		17,276	13,189	17,617
Total	$2,025,419	$2,046,347	$1,917,946	$1,895,106

Officers.—Pres. J. J. Sullivan, Sec. & Treas. R. C. Brewster.

Directors.—Alfred Smith, Chas. S. Lincoln, Edgar Fries, Geo. S. Gaudy, Alex. M. Fox, Jas. H. Gay, Chas. E. Ellis, M. W. Lipper, F. Weckerly, H. T. Potts, Jas. F. Sullivan, Jno. H. Noblit,

Date of information, July, 1899. b

Germantown Passenger Railway Co.—This is a consolidation, on Feb. 15, 1866, of the Fairmount Park & Delaware River Pass. Ry. Co. (originally incorporated as the Richmond & Schuylkill River Pass. Ry. Co.) and the Germantown Pass. Ry. Co. Annual meeting second Monday in June.

Leased, on Oct. 1, 1881, to the People's Pass. Ry. Co. for 999 years at a rental equivalent to fixed charges and a dividend of 9 p. c. on the capital stock issued ($4.50 per share, $135,000 per annum). By a new agreement made Dec. 1, 1893, the dividend was to be increased on Jan. 1, 1895, to $4.75 per share, on Jan., 1896, to $5.00 per share, and on Jan. 1, 1897, and thereafter to $5.25 per share ($157,500 per annum.) It is understood that the lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,500,000; paid in $572,-860; ($15 per share on 20,000 shares and $35 per share on 10,000 shares); par value, $50 per share. Dividends payable quarterly in Jan., Apr., July and Oct.

Funded Debt.—Fairmount Park & Delaware River Pass. Ry. Co.'s first mortgage 5 p. c. registered bonds, authorized, $100,000; outstanding, $67,500; dated Oct. 22, 1864, due Dec. 1, 1884, but extended to June 1, 1904; denom. $500; int. payable June and Dec. at office of Guarantee Trust & Safe Deposit Co.; trustees of mortgage, Pearson S. Peterson and David Stuart.

Please note date of information at end of each report.

Germantown Pass. Ry. Co.'s second mortgage 5 p. c. coupon bonds, authorized and issued, $160,000; dated Oct. 1, 1879, due 1899; denom. $1,000; int. payable Apr. and Oct., at office of Guarantee Trust & Safe Deposit Co., of Philadelphia; trustee of mortgage, Henry M. Phillips.

Note.—The first mortgage bonds are a lien upon the line on Girard Ave. running east to Frankford Ave., and returning west to Schuylkill River, being that portion of the present system originally owned by the Fairmount Park & Delaware River Pass. Ry. Co.

The second mortgage bonds are a lien upon all the franchises, roadbed and real estate of the company then owned or thereafter to be acquired, but not on personal property.

Foreclosure proceedings may be instituted at the request of holders of $20,000 in bonds for default in principal or interest. The first and second mortgage bonds are subject to taxation.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Construction and equip...	$ 950,783	$ 950,783	$ 950,783	$ 950,783
Cash	5,069	4,962	5,803	7,411
Sinking fund	94,205	103,725	113,411	122,647
Expenses	1,484	2,691	3,966	5,491
Total	$1,051,541	$1,062,161	$1,073,963	$1,086,332
LIABILITIES.				
Capital stock	$ 572,800	$ 572,860	$ 572,860	$ 572,860
First mortgage bonds	67,500	67,500	67,500	67,500
Second mortgage bonds	160,000	160,000	160,000	160,000
Unclaimed dividends	311	311	311	311
Sinking fund	94,205	103,725	113,411	122,647
Other liabilities	6,193	7,292	9,408	541
Profit and loss (surplus)	150,533	150,473	150,473	150,473
Total	$1,051,541	$1,062,161	$1,073,963	$1,086,332

Officers.—Pres. Martin V. Burton, Sec. J. J. Gilroy, Treas. H. Delaney.

Directors.—M. V. Burton, M. Siedenbach, H. Siedenbach, C. B. Moore, Wm. Dulles, S. H. Jarden.

Date of information, July, 1899. b

Girard Avenue Railway Co.—Chartered May 17, 1894. Annual meeting second Monday in Jan.

Leased, on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from May 30, 1895. On July 1, 1896, this road was leased to the Union Traction Co., at a guaranteed dividend of 6 p. c. on the capital stock actually issued.

Capital Stock, authorized, $9,000; issued, $5,000.

Balance Sheet.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$132.951	Capital stock	$ 5,000
Cash	4,844	Due lessee company	132,951
Profit and loss (deficit)	156		
Total	$137,951	Total	$137,951

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas. O. Kruger.

Directors.—Geo. W. Elkins, J. B. Parsons, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

General Office, 8th and Dauphin Sts., Philadelphia.

Date of information, July, 1899. b

Green & Coates Streets Philadelphia Passenger Railway Co.—Chartered Apr. 21, 1858. Annual meeting second Monday in Jan.

Leased, on Sept. 1, 1881, to the People's Pass. Ry. Co. for 999 years at a rental equivalent to fixed charges and a dividend of 12 p. c. per annum on the capital stock ($6 per share, $60,000 per annum). It is understood that the lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $500,000, paid in, $150,000 par value, $50 per share. Dividends 12 p. c., payable Jan., Apr., July and Oct. by Real Estate Title, Insurance & Trust Co.

Funded Debt.—The funded debt of this company consisted of first mortgage 6 p. c. bonds, authorized and issued, $100,000; due July 15, 1898. The bonds were paid on that date and the mortgage cancelled.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction and equip.	$258,181	$258.181	$258,182	$258,181	$258,181
Real estate	64,285	64,285	64,285	64,285	64,285
Cash and other assets	7,210	8,267	8,630	8,651	3,933
Total	$329,677	$330,734	$331,097	$331,118	$326,399
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Bonds	100,000	100,000	100,000	100,000	
Ground rent and mort.	21,917	21,917	21,917	21.917	21,917
Profit and loss (surplus)	57,760	58,817	59,180	59,201	154,482
Total	$329,677	$330,734	$331,097	$331,118	$326,399

Officers.—Pres. Moses A. Dropsie, Sec.& Treas. Lewis S. Renshaw.

Directors.—James McManes, Wm. Dulles, Jas. F. Sullivan, M. Siedenbach, H. Siedenbach, M. Troutman, Jos. Koch, M. V. Burton, B. F. Hart, S. H. Jarden, Jas. Buckman, Edgar Fries.

Date of information, July, 1899. b

Hestonville, Mantua & Fairmount Passenger Railway Co.—Chartered Apr. 6, 1859, in perpetuity. Annual meeting second Monday in Jan. On Dec. 10, 1864, the Fairmount & Arch Street Pass. Ry. Co., and on Jan. 1, 1865, the Fairmount Pass. Ry. Co. were consolidated with this company. The Fairmount Park & Haddington Passenger Ry. Co. is leased by this company.

Leased to the Union Traction Co. for 999 years from Jan. 1, 1898, at an annual rental of $110,678, being 6 p. c. on preferred stock and 4 p. c. on common stock, payable semi-annually, Jan. and July, and $3,000 for organization.

Capital Stock, authorized and issued, $2,500,000; par value, $50 per share.

6 p. c. preferred stock, $533,900; par value, $50 per share. Dividends payable Jan. and July. Preferred stock is entitled to share profits pro rata with common stock after 6 p. c. has been paid on both.

Funded Debt.—Second mortgage 6 p. c. coupon bonds, authorized and issued, $75,000; dated Mar. 1, 1882, due 1902; denom. $500; int. payable Mar. and Sept., at office of Guarantee Trust & Safe Deposit Co., trustee of mortgage.

Fairmount Pass. Ry. Co.'s first mortgage 6 p. c. (originally 7) coupon bonds, authorized, $125,000, outstanding, $124,500; dated Jan. 14, 1861, due Jan. 1, 1881, but extended to Jan. 1, 1901; denom. $500; int. payable Jan. and July at company's office; trustees of mortgage, Pearson S. Peterson and John Roche.

Consolidated mortgage 5 p. c. gold bonds, authorized, $1,250,000, issued, $1,050,500, in escrow (see Note), $199,500; dated May 1, 1894, due 1924; denom. $500 and $1,000; coupon, but may be registered; int. payable May and Nov., at office of Girard Life Insurance, Annuity & Trust Co., of Philadelphia, trustee of mortgage.

Ground rents, $22,367.

Note.—The first mortgage bonds have been retired, and $300,000 consolidated mortgage bonds, formerly held in escrow, have been issued in place thereof.

$199,500 of the consolidated mortgage bonds are held in escrow to retire the two prior liens described.

Foreclosure proceedings may be instituted upon the second mortgage upon request of holders of one-third outstanding bonds for default in principal or interest.

Operation.—Included in report of the Union Traction Co., (which see).

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction	$1,279,437	$1,332,009	$1,336,266	$1,336,838	$1,336,838
Equipment	432,262	551,458	559,143	558,349	558,349
Real estate	437,250	438,440	438,860	438,860	438,860
Union Tract'n ac				205,412	204,599
Stock other cos.		20,000			
Reserve fund		55,042			
Sundry accounts	16,809		1,511	1,461	1,474
Cash & cash as'ts	13,698	16,280	38,107	950	
Total	$2,179,456	$2,413,229	$2,373,886	$2,541,870	$2,540,120
LIABILITIES.					
Capital stock	$833,281	$833,281	$833,281	$833,281	$833,281
Funded debt	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000
Bonds & mortg's	30,528	141,232		30,767	30,767
Loans				100;000	1,000,000
Leased equip. ac.				241,969	241,969
Sundry accounts			146,528	1,000	50
Profit & loss (sur)	65,647	188,715	144,077	84,584	84,053
Total	$2,179,456	$2,413,229	$2,373,886	$2,541,870	$2,540,120

Officers.—Pres. John B. Parsons, V. Pres. W. H. Shelmerdine, Sec. & Treas. D. C. Golden.

Directors.—W. H. Shelmerdine, J. J. Sullivan, Jas. E. Widener, W. L. Elkins, Jr., A. M. Fox, Jr.

General Office, 8th & Dauphin Sts.

References.—Description of road, Vol. X, Jan., '94, p. 10; Vol. X, Oct., '94, p. 606 (ill); (brief) Vol. X, June, '94, p. 356; description of power plant, Vol. X, Nov., '94, p. 721 (ill.); increase in stock and bonds, Vol. X, Mar., '94, p. 275; annual report, Vol. X, Feb., '94, p. 146; description of power station record, Vol. XII, Apr., 96, p. 235; power station records, Vol. XIII, Sept. '97, p. 541; sale of stock, Vol. XIII, Dec. '97, p. 870; operating detail, Vol. XIV, Jan. '98, p. 13 (ill.)

Date of information, July, 1899. b

Huntingdon Street Connecting Passenger Railway Co.—Chartered Feb. 15, 1894.

Leased to the Philadelphia Traction Co. for 999 years from Oct. 1, 1895, at an annual rental equivalent to all taxes and license fees, the sum of $250 and a dividend of 6 p. c. per annum on the capital stock actually issued. It is understood that this lease is now assigned to the Union Traction Co.

Capital Stock, paid in $6,000.

Balance Sheet.—Dated June 30, 1899. (Same for 1896-7-8.)

Assets.		Liabilities.	
Cost of road	$27,718	Capital stock	$ 6,000
Cash	22	Due lessees company	21,740
Total	$27,740	Total	$27,740

Officers.—Pres. Geo. D. Widener, Sec. Alex. Rennick.

Directors.—P. A. B. Widener, Wm. L. Elkins, Thos. Dolan, Jas. McManes.

Date of information, July, 1899. b

Kessler Street Connecting Passenger Railway Co.—Chartered May 17, 1892. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co. (originally to the Union Pass. Ry. Co., on June 30, 1892, for 999 years). By the terms of the lease, the lessee is to pay fixed charges and an annual rental of $300. It is understood that the lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $5,000, fully paid up.

Balance Sheet.—Dated June 30, 1899. (Same for 1896-7-8.)

Assets.		Liabilities.	
Construction	$24,915	Capital stock	$ 5,000
Cash assets	165	Open account	20,080
Total	$25,080	Total	$25,080

Officers.—Pres. Geo. D. Widener, Sec. Alex. Rennick.

Directors.—P. A. B. Widener, Wm. L. Elkins, Thos. Dolan, Jas. McManes.

Date of information, July, 1899. b

The Lehigh Avenue Railway Co. of Philadelphia.—Chartered Dec., 1873. Annual meeting second Monday in Jan. This company is controlled by the Union Traction Co., but is in independent operation. Operation by the trolley system commenced Nov. 11, 1894.

Capital Stock, authorized, $1,000,000, paid in, $600,000; par value, $50 per share. Stock is registered by the Guarantee Trust Co.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from pass	$60,347	$129,254	$100,330	$102,416	$112,214
" other sources.	3,439	1,596	2,473	2,748	4,684
" total	63,786	130,850	102,803	105,164	116,898
Operating expenses.	38,591	106,383	80,328	75,672	177,095
Earnings from op'n.	25,195	24,467	22,475	29,492	*60,197

* Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction	$439,588	$476,051	$476,051	$476,051	$476,051
Equipment	19,436	34,674	70,126	70,126	70,126
Cash	39,283	83,463	19,884	12,334	14,733
Accts. rec'e & real estate	66,672		37,000	65,000	
Profit and loss (deficit)	35,021	17,951	2,093		46,858
Total	$600,000	$612,139	$605,154	$623,511	$607,768
LIABILITIES.					
Capital stock	$600,000	$600,000	$600,000	$600,000	$600,000
Accounts payable		12,139	5,154	5,857	7,768
Profit and loss (surplus).				17,654	
Total	$600,000	$612,139	$605,154	$623,511	$607,768

Officers.—Pres. & Gen. Man. Jno. B. Parsons, V. Pres. Alfred Smith, Sec. & Treas. D. C. Golden, Supt. Walter Ellis.

Directors.—Jermiah J. Sullivan, George D. Widener, M. W. Lipper, Geo. W. Elkins, W. H. Shelmerdine.

General Office, 8th & Dauphin Sts., Phila., Pa.

Date of information, July, 1899. b

The Marshall Street Railway Co. of the City of Philadelphia.—Chartered May 14, 1889. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co., for 999 years, from Oct. 1, 1895, at an annual rental equivalent to fixed charges, 6 p. c. per annum on par value of stock actually issued, together with the additional sum of $250 per annum. It is understood that this lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $250,000, paid in, $25,000; par value, $50 per share.

Date of information, May, 1899. b z

Northern Passenger Railway Co.—Chartered Sept. 29, 1890. Annual meeting second Monday in Jan.

Leased on June 22, 1896, to the People's Pass. Ry. Co., for 999 years, from July 8, 1892. This lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $15,000, paid in, $1,500; par value, $50 per share.

Balance Sheet.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$18,346	Capital stock	$15,000
" equipment	3,497	Unfunded debt	20,281
Cash	13,529	Profit and loss (surplus)	91
Total	$35,372	Total	$35,372

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

Date of information, July, 1899. b

People's Passenger Railway Co.—Chartered Apr. 15, 1873. Annual meeting second Tuesday in Jan. This company leases the Germantown Passenger Ry. Co., the Green & Coates Streets Philadelphia Passenger Ry. Co., the Northern Passenger Ry. Co., the Centennial Passenger Ry. Co., the Girard Avenue Ry. Co., the Chelten Avenue Ry. Co. and the Philadelphia, Cheltenham & Jenkintown Passenger Ry. Co. This company was formerly controlled by the People's Traction Co. through ownership of stock.

Leased, on July 1, 1896, to the Union Traction Co.

Capital Stock.—Common stock, authorized and issued, $1,500,000, paid in, $740,000; par value, $25 per share. 58,415 shares of this stock are owned by the Union Traction Co. (formerly by the People's Traction Co.).

Preferred stock, authorized and issued, $750,000, paid in, $277,402; par value, $25 per share. 23,000 shares of this stock are owned by the Union Traction Co. (formerly by the People's Traction Co.).

Funded Debt.—First mortgage 7 p. c. coupon bonds, authorized and outstanding, $250,000; dated Jan. 15, 1875, due 1905; denom. $1,000; int. payable, Jan. 15 and July 15, at office of Real Estate Title & Trust Co., of Philadelphia; trustees of mortgage, Curwen Stoddart and Chas. E. Kreamer.

Second mortgage 5 p. c. coupon bonds, authorized, $500,000, outstanding, $458,000; dated July 15, 1881, due 1911; denom. $1,000; int. (free of tax), payable Jan. 15 and July 15, at office of Real Estate Title & Trust Co., of Philadelphia; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia. These bonds are commonly called "first mortgage," having been so printed in expectation that the real first mortgage bonds above described would be retired, which has not been done, except in part.

Consolidated mortgage 5 p. c. coupon bonds, authorized, $1,125,000, outstanding, $367,000; dated Mar. 1, 1882, due 1912; denom. $1,000; int. payable (free of tax) Mar. and Sept., at office of Real Estate Title & Trust Co., of Philadelphia,; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia.

Note.—The first, second and consolidated mortgage bonds are all liens upon the road, franchises and real estate owned or hereafter acquired. The consolidated mortgage, in addition, covers all leasehold interests, horses, machinery, rolling stock and other equipment, but not the stocks of the other companies owned.

Foreclosure proceedings may be instituted at the request of holders of six-tenths of the outstanding bonds.

Operation.—Included in report of Union Traction Co. (which see).

Balance Sheet.—Dated June 30.

ASSETS.	1894.	1895.	1896.	1897-8-9.
Construction and equip.	$ 637,615	$ 678,790	$6,830,425	$6,830,425
Leases, cost account	1,110,788	1,110,788	1,110,788	1,110,789
Real estate	9,833	9,833	9,833	9,833
Investments in stocks	264,335	269,064	159,353	
" bonds			325,000	
Materials and supplies	7,402	1,671		
Office fixtures	143	353		
Cash	55,429	110,251	262,417	
Loans	124,764	225,307		
Bills receivable	5,236		431,263	
Sundry ac'ts receivable	10,007	7,157	950	
Trust deposits	156,315	166,475	30,000	
Interest			3,038	
Sinking fund			145,000	145,000
Total	$2,381,868	$2,579,690	$9,308,068	$8,096,047

Please note date of information at end of each report.

LIABILITIES.	1894.	1895.	1896.	1897-8-9.
Capital stock, com....	$ 740,000	$ 740,000	$ 740,000	$ 924,056
Capital stock, pref....	277,402	277,402	277,402	
Funded debt.....	750,000	750,000	1,075,000	1,075,000
Leased equip. account.	194,708	194,708	194,707	194,707
Ground rents payable.	5,833	5,833	5,833	5,833
Drivers' security depo's	321	110		
Sundry maturing acts..	151,780	79,384	71,035	70,687
Unpaid coupon interest	1,315	1,475	950	
Due People's Trac. Co.			6,655,973	5,538,595
Profit and loss (surplus)	260,509	530,778	287,168	287,168
Total.....	$2,381,868	$2,579,690	$9,308,068	$8,096,047

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas. O. Kruger.

Directors.—J. B. Parsons, G. W. Elkins, G. D. Widener, J. J. Sullivan, Wm H. Shelmerdine.

General Office.—8th & Dauphin Sts., Phila.

References.—Notes, Vol. VI, July, '90, p. 328; description of stables, Vol. VI, Aug., '90. p. 398.

Date of information, July, 1899. b

The People's Traction Co. of Philadelphia.—Chartered Mar. 6, 1893, in perpetuity. This company has been consolidated with the Union Traction Co. (by lease and surrender of stock). The company formerly owned 58,415 shares (out of 60,000 shares) of the common stock, and 23,000 shares (the entire issue out of 30,000 shares authorized) of the preferred stock of the People's Passenger Ry. Co. This stock has now been transferred to the Union Traction Co.

Capital Stock, authorized and issued, $6,000,000; par value, $30 per share. This stock has all been purchased by the Union Traction Co. at $76 per share, and payment made in collateral trust certificates of the Union Traction Co. (which see).

Funded Debt.—People's Passenger Ry. 4 p. c. stock trust gold certificates (registered), authorized, $5,810,000; issued, $5,807,970; dated Apr. 15, 1893, due Feb. 1, 1943; denom. $1,000; int. payable (gold, free of tax) Feb. and Aug., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee. The payment of these certificates, principal and interest, has been assumed by the Union Traction Co. (which see).

Note.—The trust certificates are secured by deposit with the trustee of shares of the People's Passenger Ry. Co. in the proportion of 14⅔ shares of stock for each $1,000 certificate issued, and by contract with the People's Traction Co., by which the latter joins the trustee in the execution of the certificates, and guarantees payment of principal and interest thereon.

On Feb. 1, 1903, and annually thereafter, it is agreed that $25,000 shall be passed to a sinking fund for the purchase of certificates at a price not exceeding par.

References.—Description of road, Vol. X, Jan., '94, p. 8 (ill.); Vol. XI, Jan., '95, p. 1 (ill.); description of power plant, Vol. XI, Souv., '95, p. 67 (ill.).

Date of information, May, 1899. b z

Philadelphia, Cheltenham & Jenkintown Passenger Railway Co.—Chartered Aug. 9, 1892.

Leased, on June 22, 1896, to the People's Passenger Ry. Co., for 999 years, from Jan., 24, 1895. This lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $60,000.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897-8.	1899.
Cost of road and equipment..	$32,106	$ 972,220	$902,929	$ 902,929
Cash				54,000
Due from People's Pas. Ry. Co..		51,584	51,583	51,853
Total	$32,106	$1,023,804	$954,512	$1,008,512
LIABILITIES.				
Capital stock.....	$ 6,000	$ 6,000	$ 6,000	$ 60,000
Unfunded debt.....	26,106	1,017,804	948,512	948,512
Total.....	$32,106	$1,023,804	$954,512	$1,008,512

Officers.—Pres. J. B. Parsons, Sec. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine, Alfred Smith, Thos. Dolan.

Date of information, July, 1899. b

The Philadelphia City Passenger Railway Co.—Chartered Apr. 9, 1859. Annual meeting second Monday in Jan. On Feb. 19, 1870, this company leased the property of the Philadelphia & Darby Ry. Co. for 999 years from Jan. 1, 1870, at an annual rental of $8,000. together with fixed charges and $50 per annum for organization expenses. This lease has now been assigned to the Union Traction Co. through the Philadelphia Traction Co.

Leased, on Jan. 1, 1884, to West Philadelphia Passenger Ry. Co. for 900 years, at a rental equivalent to interest on funded debt, $2,500 per year for organization expenses, and a dividend of $7.50 per share ($150,000 per annum, since Jan., 1890). The company is now controlled by the Union Traction Co., through the Philadelphia Traction Co., which leases the West Philadelphia Passenger Ry. Co.

Capital Stock, authorized and issued, $1,000,000, paid up, $475,000 ($23.75 per share), par value, $50 per share. Dividends 15 p. c., payable Jan. and July.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $200,000; dated May 1, 1861, due 1881, but extended to Jan. 1, 1910; denom. $500; int. payable Jan. and July, at People's Bank; trustee of mortgage, Charles Henry Fisher.

Debenture 7 p. c. registered bonds, authorized and issued, $100,000; dated Mar. 1, 1875, due 1895; denom. $500 and $1,000; int. payable Mar. and Sept., at office of Philadelphia Traction Co.

Note.—Foreclosure proceedings may be instituted at request of holders of $100,000 in bonds upon default in principal or interest.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction and equip.	$845,843	$875,843	$875,843	$875,843	$875,843
Cash	84,579	84,896	85,306	85,784	86,356
Total.....	$960,422	$960,739	$961,148	$961,627	$962,199
LIABILITIES.					
Capital stock	$475,000	$475,000	$475,000	$475,000	$475,000
Mortgage bonds	200,000	200,000	200,000	200,000	200,000
Debenture bonds	100,000	100,000	100,000	100,000	100,000
Mortgage bonds P. and D. Ry. Co.....	43,000	43,000	43,000	43,000	43,000
Unclaimed int. and div.	1,289	1,112	1,052	1,007	1,037
Rental of road account..	75,000	75,000	75,000	75,000	75,000
Profit and loss (surplus)	66,133	66,627	67,096	67,620	68,162
Total	$960,422	$960,739	$961,148	$961,627	$962,199

Officers.—Pres. Wm. W. Colket, Sec. & Treas. T. W. Pennypacker.

Directors.—W. S. Wilson, Wm. Cochran, Jno. M. Chestnut, C. W. Walton, Jno. A. Brown, Jr., Wm. West.

General Office, 202 Walnut St., Philadelphia.

Date of information, July, 1899. b

Philadelphia & Darby Railway Co.—Chartered by reorganization May 2, 1881. Annual meeting second Monday in Jan.

Leased to the Philadelphia City Passenger Ry. Co., on Jan. 1, 1870, for 999 years, for a rental equivalent to fixed charges and a dividend of 4 p. c. ($8,000 per annum) on capital stock. The company is now controlled by the Philadelphia Traction Co., which leases the West Philadelphia Passenger Ry. Co., lessee of the Philadelphia City Passenger Ry. Co., and is operated by the Union Traction Co.

Capital Stock, authorized and issued, $200,000; par value, $50 per share. Dividends 4 p. c. less state tax, payable Jan. and July.

Funded Debt.—First mortgage 4 p. c. coupon bonds, authorized and issued, $100,000; dated May 1, 1867, due 1887, but extended to May 1, 1927; denom. $500; int. payable May and Nov., at People's Bank; trustee of mortgage, John P. McFadden.

Balance Sheet.—Dated June 30, 1899. (Same for 1896-7-8.)

Assets.		Liabilities.	
Construction, equipment	$259,000	Capital stock.....	$200,000
Real estate.....	41,000	Mortgage bonds.....	100,000
Total.....	$300,000	Total	$300,000

Officers.—Pres. Beauveau Borie, V. Pres. Collin W. Walton, Sec. & Treas. Wm. W. Colket.

Directors.—C. W. Walton, Benj. S. Kunkle, Josiah Kisterbock, Jr., W. W. Colket, Wm. H. Pennypacker, Jno. Kisterbock.

Date of information, July, 1899. b

Philadelphia & Gray's Ferry Passenger Railway Co.—Chartered Apr. 9, 1858. Annual meeting third Tuesday in Jan.

Leased to the Philadelphia Traction Co., on Jan. 1, 1891, for 999 years, at a rental equivalent to taxes, expenses and $43,225 per annum until Jan., 1896, and $49,400 thereafter, equivalent to 7 p. c. and 8 p. c. respectively on par value of stock issued. The lines of the company are now controlled by the Union Traction Co. by virtue of its lease of the Philadelphia Traction Co.

Capital Stock, authorized, $1,000,000, issued, $617,500, paid in, $309,707; par value, $50 per share. Dividends payable at office of Real Estate Title, Insurance & Trust Co., of Philadelphia.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Road and equipment.....	$249,514	$249,514	$249,514	$249,514
Cash	3,996	4,500	4,606	4,632
Stock Schuyl. River Pass. Ry. Co.	49,550	49,550	49,550	49,575
Over issue stock.....	10,000	10,000	10,000	10,000
Total	$313,060	$313,564	$313,670	$313,721

Please note date of information at end of each report.

LIABILITIES.	1896.	1897.	1898.	1899.
Capital stock	$309,707	$309,707	$309,707	$309,707
Other liabilities	77	77	77	77
Profit and loss (surplus)	3,276	3,780	3,886	3,937
Total	$313,060	$313,564	$313,670	$313,721

Officers.—Pres. Edw. Hopkinson, Sec. & Treas. L. S. Renshaw.

Directors.—Richard Dale, S. W. Woodhouse, B. F. Hart, Lewis Elkin, Isaac W. Jeanes, Wm. Dulles.

Date of information, July, 1899. b

Philadelphia Traction Co.—Chartered Nov. 28, 1888. Annual meeting last Tuesday in Nov.

The company owns the entire capital stock of the Catharine & Bainbridge Streets Ry. Co. and of the Seventeenth & Nineteenth Streets Passenger Ry. Co. together with 7,500 shares (out of 15,000 shares) of the capital stock of the West Philadelphia Passenger Ry. Co., 2,500 shares (out of 30,000 shares) of the capital stock of the Union Passenger Ry. Co. and 705 shares (out of 4,000 shares) of the capital stock of the Philadelphia & Darby Ry. Co. The company leases a large number of street railway properties in Philadelphia (see Union Traction Co. for details).

Leased in 1895, for 999 years, to the Union Traction Co., for a rental equivalent to fixed charges and 8 p. c. per annum ($1,600,000) on the outstanding capital stock.

Capital Stock, authorized, $30,000,000, issued and paid in, $20,000,000, par value, $50 per share. Dividends payable semi-annually, Apr. and Oct. Stock registered by the Pennsylvania Company for Insurance of Lives & Granting Annuities.

Funded Debt.—4 p. c. collateral trust gold coupon bonds, authorized, $1,300,000, outstanding, $911,328; dated Aug. 15, 1887, due 1917; denom. $1,000; int. payable Feb. 15 and Aug. 15, at People's Bank; trustee, Pennsylvania Company for Insurance of Lives & Granting Annuities. Payment of these certificates, principal and interest, is assumed by the Union Traction Co.

Note.—The collateral trust bonds are secured by the deposit with the trustee of 7,500 shares ($375,000) of the capital stock of the West Philadelphia Pass. Ry. Co. and 2,500 shares ($125,000) of the capital stock of the Union Pass. Ry. Co. By the conditions of the trust deed, the Traction Co. pays to the trustee $78,000 per annum, out of which interest on the outstanding bonds is paid, and the balance is passed by the trustee to a sinking fund to be used in the purchase of bonds for cancellation. Bonds may be drawn for sinking fund at 105 and interest. The trustee is to release 400 shares of the West Philadelphia stock and 125 shares of the Union stock for each $100,000 of bonds redeemed.

Upon default in principal or interest of the collateral trust bonds, the trustee may sell the collateral at the request of the holders of one-sixth of the outstanding bonds.

Assumed Indebtedness.—See Union Traction Co.

Operation.—Included in report of the Union Traction Co., (which see).

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road				$ 773,068
Stocks	$ 5,106,155	$ 5,106,155	$ 5,106,155	5,106,155
Open acts., const.	16,180,978	16,233,553	16,233,118	15,451,964
Equipment	3,357,400	3,357,550	3,429,550	3,429,550
Cash	293,786	147,859	51,912	6,555
Supplies	126,678	126,678	119,561	119,561
Total	$25,064,998	$24,971,796	$24,940,296	$24,886,853
LIABILITIES.				
Capital stock	$20,000,000	$20,000,000	$20,000,000	$20,000 000
Funded debt	1,030,940	992,580	952,708	911,328
Open accounts	3,835,964	3,874,324	3,914,196	3,910,576
Profit and loss (sur.)	198,094	104,892	73.392	64,949
Total	$25,064,998	$24,971,796	$24,940,296	$24,886,853

Officers.—Pres. Geo. D. Widener, V. Pres. & Sec. Wm. L. Elkins, Treas. Alex. Rennick.

Directors.—P. A. B. Widener, Wm. L. Elkins, Geo. W. Elkins, Thos. Dolan, Jas. McManes, Jas. B. Altemus.

References.—Description of road, Vol. X, June, '94, p. 354 (ill.); Vol. X, Jan., '94, p. 1 (ill.); Vol. X, June, '94, p. 534; Vol. X, Oct., '94, p. 605 (ill.); increase of stock, Vol. IX, Aug., '93, p. 558; Vol. IX, Nov., '93, p. 777; annual report, Vol. IX, Jan., '93, p. 65; annual report, Vol. X, Jan., '94, p. 78; description of new car, Vol. IX, Feb., '93, p. 79 (ill.); description of heaters, Vol. X, Aug., '94, p. 493 (ill.); notes, Vol. VI, July, '90, p. 327 (ill.).

Date of information, July, 1899. b

Ridge Avenue Connecting Railway Co.—Chartered Sept. 6, 1892. Annual meeting second Monday in Jan.

Leased, Aug. 7, 1895, to the Philadelphia Traction Co., for 999 years from Oct. 1, 1895, at a rental equivalent to fixed charges, the sum of $250 per annum and a dividend of 6 p. c. on the capital stock actually issued. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $6,000, fully paid up.

Balance Sheet.—Dated June 30, 1899. (Same for 1896-7-8.)

Assets.		Liabilities.	
Construction	$15,237	Capital stock	$ 6,000
Cash	63	Due lessee company	9,300
Total	$15,300	Total	$15,300

Officers.—Pres. G. D. Widener, Treas. Alex. Rennick.

Directors.—P. A. B. Widener, W. L. Elkins, Thos. Dolan, Jas. McManes.

Date of information, July, 1899. b

The Ridge Avenue Passenger Railway Co.—Chartered Mar. 8, 1872. Annual meeting second Monday in Jan. This is a consolidation of the Girard College Passenger Ry. Co. and the Ridge Avenue & Manayunk Passenger Ry. Co.

Leased, on Sept. 1, 1892, to the Philadelphia Traction Co. for 999 years, at a rental of $10 per share from Sept., 1892, to 1895, and $12 per share thereafter, and now operated by the Union Traction Co.

Capital Stock, authorized and issued, $750,000, paid in, $420,000 ($28 per share); par value, $50 per share. Dividends 24 p. c., payable quarterly, Jan., Apr., July and Oct.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Construction	$584,811	$584,811	$584,811	$584,811
Cash	44,881	45,691	46,032	45,890
Sundries		13,031	13,031	13,031
Open accounts			384	530
Total	$629,692	$643,533	$644,258	$644,271
LIABILITIES.				
Capital stock	$420,000	$420,000	$420,000	$420,000
Invested fund	139,792	139,792	140,266	140,251
Bills payable			46,500	45,500
Profit and loss (surplus)	69,900	83,741	37,492	38,520
Total	$629,692	$643,533	$644,258	$644,271

Officers.—Pres. E. B. Edwards, Sec. & Treas. Wm. S. Blight.

Directors.—W. S. Grant, Jno. Lambert, Henry Norris, R. A. S. Penrose, Chas. B. Penrose.

Date of information, July, 1899. b

Schuylkill River Passenger Railway Co.—Chartered Apr. 16, 1866. Annual meeting second Monday in Jan.

Leased, Dec. 29, 1866, for 99 years to Philadelphia & Gray's Ferry Passenger Ry. Co., which is now leased to Philadelphia Traction Co. and operated by the Union Traction Co.

Capital Stock, authorized and issued, $500,000, paid in, $50,000 ($5 per share); par value, $50 per share. All of the capital stock except 90 shares ($4,500) has been exchanged for the stock of the Philadelphia & Gray's Ferry Passenger Ry. Co. in the ratio of 5 to 1. The lessees now pay $.50 per share per annum on the outstanding stock in Jan. and July.

Balance Sheet.—Dated June 30, 1899. (Same for 1896-7-8.)

Assets.		Liabilities.	
Road and equipment	$47,464	Capital stock	$50,000
Balance of cash paid over to the Phila. & Gray's Ferry Pass. Ry. Co. at time of lease	2,536		
Total	$50,000	Total	$50,000

Officers.—Pres. Oliver Hopkinson, Sec. & Treas. L. S. Renshaw.

Directors.—Jos. Hopkinson, S. W. Woodhouse, Edw. Hopkinson, O. Hopkinson, Jr., Lewis Elkins, Isaac W. Jeanes.

Date of information, May, 1899. z

Second & Third Streets Passenger Railway Co.—Chartered Apr. 10, 1858. Annual meeting second Monday in Jan.

Leased to the Electric Traction Co. (originally, on Jan. 1, 1893, to the Frankford & Southwark P. C. Pass. Ry. Co.) for 999 years, at an annual rental of $2,250, and the following payments:

Year ending Dec. 31,	Total.	Per share.
1893	$180,234	$8.50
1894	190.836	9.00
1895	190,836	9.00
1896	201,438	9.50
1897	201,438	10.00
1898	212,040	10.00
1899	212,040	10.50
1900	222,642	10.50
1901	233,244	11.00
1902 and thereafter	254,448	12.00

It is understood that this lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,060,200, paid in, $771,-076; par value, $50 per share; dividends payable quarterly, Jan., Apr., July and Oct.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897–8.	1899.
Construction	$1,030,613	$1,057,572	$1,057,572	$1,057,572
Cash	48,283	48,013	48,593	56,548
Real estate	7,799			
Ledger balance	4,641			
Open accounts		1,141	1,141	1,141
Sundries		11,418	11,418	7,553
Total	$1,091,337	$1,118,144	$1,118,724	$1,122,814
LIABILITIES.				
Capital stock	$ 771,076	$ 771,076	$ 771,076	$ 771,076
Earn'gs appr'd to cons'tion	259,537	286,496	286,496	286,496
Unpaid dividends	576	489	628	683
Borrowed money		21,600	6,400	
Profit and loss (surplus)	60,147	38,484	54,124	64,559
Total	$1,091,337	$1,118,144	$1,118,724	$1,122,814

Officers.—Pres. Horace T. Potts, Sec. & Treas. Chas. D. Matlack.

Directors.—Alex. M. Fox, Alex. L. Crawford, Wm. Duller, Jas. McManes, Wm. G. Fox, J. H. Catherwood, Jno. Lamon, Alfred Smith, Jno. L. Clawson, Thos. J. Rose, Chas. F. Thatcher, Wm. M. Fox.

Date of information, July, 1899. b

Seventeenth & Nineteenth Streets Passenger Railway Co.—Chartered Apr. 12, 1859. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co. (originally on July 1, 1879, to the Continental Passenger Ry. Co., and later, to the Union Passenger Ry. Co.). Now operated by the Union Traction Co. Lessee pays a rental of $15,000 per annum and all indebtedness.

Capital Stock, authorized and issued, $500,000, paid in, $250,000 ($25 per share); par value, $50 per share. Dividends payable Jan. and July. The entire capital stock is owned by the Philadelphia Traction Co.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $100,000; dated July 1, 1876, due 1906, but extended till 1919; denom. $500; int. since 1889, payable Jan. and July, at People's Bank; trustees of mortgage, Jas. N. Watson and David R. Garrison.

Note.—The first mortgage covers all corporate franchises and property, except properties at northeast corner of 19th and Master Sts. and southeast corner of 12th St. and Montgomery Ave.

Balance Sheet.—Dated June 30, 1899. (Same for 1896–7–8.)

Assets.		Liabilities.	
Construction	$864,360	Capital stock	$250,000
Equipment	39,929	Bonds	100,000
		Due lessee company	554,289
Total	$904,289	Total	$904,289

Officers.—Pres. C. Kemble, Treas. Alex. Rennick.

Directors.—Geo. W. Elkins, Geo. D. Widener, Wm. L. Elkins, Jr., Jno. B. Parsons, Jos. B. Altemus.

Date of information, July, 1899. b

Thirteenth & Fifteenth Streets Passenger Railway Co.—Chartered, Apr. 8, 1858. Annual meeting second Monday in Jan.

Leased to Philadelphia Traction Co. on Jan. 1, 1892. Lessee is to pay a rental equivalent to fixed charges, $1,200 per annum, and the following annual payments:

Year ending Dec. 31,	Total.	Per share.
1892	$180,000	$ 9.00
1893	180,000	9.00
1894	200,000	10.00
1895	200,000	10.00
1896	200,000	10.00
1897	220,000	11.00
1898	220,000	11.00
1899	220,000	11.00
1900 and thereafter	240,000	12.00

It is understood that this lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,000,000, paid in, $334,-529; par value, $50 per share. Dividends payable June and Dec.

Funded Debt.—First mortgage 7 p. c. coupon bonds, authorized and issued, $100,000; due Oct. 1, 1903; denom. $500; int. payable Apr. and Oct., at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Consolidated mortgage 5 p. c. coupon bonds, authorized $500,-000, issued, $400,000; in escrow to retire the first mortgage bonds, $100,000; dated Jan. 1, 1894; due 1931; int. payable (free of taxes), Jan. and July, at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Philadelphia Traction Co.

Real estate mortgages, $90,000.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Constr'n & equip.	$739,436	$1,074,576	$1,074,576	$1,074,576	$1,074,576
Real estate	169,709				
Cash	1,131	3,023	4,095	5,392	6,560
Bills & acts. rec'e.	27,763	24,732	24,732	24,732	24,732
Other assets	10,732	475	488	486	484
Total	$948,769	$1,102,805	$1,103,890	$1,105,186	$1,106,352
LIABILITIES.					
Capital stock	$334,529	$ 334,529	$ 334,529	$ 334,529	$ 334,529
Mortgage bonds	500,000	500,000	500,000	500,000	590,000
Mortgages	90,000	90,000	90,000	90,000	
Expense account	653				
Accounts payable	1,400				
Profit & loss (surp.)	22,187	178,276	179,361	180,656	181,823
Total	$948,769	$1,102,805	$1,103,890	$1,105,186	$1,106,352

Officers.—Pres. B. S. Kunkle, Sec. & Treas. Jas. P. Richardson.

Directors.—Geo. W. Hall, Wm. R. Warner, Jno. C. Bingham, Travis Cochran, Charles E. Weed.

Date of information, July, 1899. b

Twenty-Second Street & Allegheny Avenue Passenger Railway Co.—Chartered May 28, 1890. Annual meeting second Monday in Jan.

Leased, Dec. 5, 1894, to the Philadelphia Traction Co. for 99 years, from Mar. 1, 1894. Lease amended Sept. 24, 1895, so as to run 999 years. By the terms of the lease the lessee company is to pay a rental equivalent to fixed charges and $60,000 per annum. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,000,000, paid in, $500,-000, all in treasury of the Philadelphia Traction Co.

Funded Debt.—First mortgage 5 p. c. bonds, issued, $700,000.

Balance Sheet.—Dated June 30, 1899. (Same for 1896–7–8.)

Assets.		Liabilities.	
Construction	$1,264,867	Capital stock	$ 500,000
Cash	2,633	Funded debt	700,000
		Accounts	67,500
Total	$1,267,500	Total	$1,267,500

Officers.—Pres. Geo. D. Widener, Treas. Alex. Rennick.

Directors.—Geo. W. Elkins, Geo. D. Widener, J. B. Parsons, J. J. Sullivan, Alfred Smith, Wm. H. Shelmerdine, Thomas Dolan.

Date of information, July, 1899. b

The Union Passenger Railway Co.—Chartered Apr. 8, 1864. Annual meeting second Monday in Jan. This company, on Jan. 1, 1880, leased the Continental Passenger Ry. Co. for 99 years at a rental equivalent to fixed charges and the sum of $120,000 per annum. This lease was assigned to the Philadelphia Traction Co.

Leased to the Philadelphia Traction Co., June 30, 1884, for 999 years at a rental equivalent to fixed charges and a dividend of 19 p. c. on the capital stock issued ($9.50 per share and $285,000 per annum), and is now operated by the Union Traction Co.

Capital Stock, authorized and issued, $1,500,000, paid in, $925,000; par value, $50 per share. Dividends, payable Jan. and July. $125,000 of this stock is owned by the Philadelphia Traction Co., and forms part of the security of the latter's collateral trust bonds.

Funded Debt.—First coupon 5 p. c. mortgage bonds, issued, $500,000; dated Mar. 21, 1881, due Mar. 31, 1911, denom. $100 and $500; int. (free of tax), payable Apr. and Oct. at office of Land Title & Trust Co.; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Second mortgage 5 p. c. coupon bonds, authorized and issued, $250,000; dated Feb. 2, 1884, due 1910; denom., $100 and $500; int. (free of tax) payable Apr. and Oct. at office of Land Title & Trust Co.; trustees of mortgage, Wm. H. Kern and Henry Bumm.

Note.—The first and second mortgage bonds cover the franchises and all property except real estate.

The first mortgage bonds may be redeemed at 5 months' notice at the rate of $20,000 per annum; after Mar. 31, 1886.

Foreclosure proceedings may be instituted at the request of holders of $10,000 in bonds, for default in principal or interest.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897-8-9.
Construction	$4,241,901	$8,492,123	$8,490,273
Equipment	475,606	475,606	475,606
Bonds	467,870		
Stock	798		
Open accounts	53,167	11,296	
Material and supplies		41,871	41,871
Sundries		798	798
Total	$5,239,342	$9,021,694	$9,008,548

Please note date of information at end of each report.

LIABILITIES.	1895.	1896.	1897-8-9.
Capital stock	$ 925,000	$ 925,000	$ 925,000
Funded debt	750,000	750,000	750,000
Open accounts	2,907,839	6,688,633	6,683,524
Profit and loss (surplus)	656,503	658,061	650,024
Total	$5,239,342	$9,021,694	$9,008,548

Officers.—Pres. Geo. D. Widener, V. Pres. W. L. Elkins, Treas. Alex. Rennick.

Directors.—P. A. Widener, Jos. E. Widener, Jas. McManes. Thomas Dolan, Wm. S. Stokely.

Date of information, July, 1899. b

The Walnut Street Connecting Passenger Railway Co. of the City of Philadelphia.—Chartered May 8, 1890. Annual meeting second Monday in Jan.

Leased Aug. 7, 1895, to the Philadelphia Traction Co. for 999 years from Oct. 1, 1895, for a rental equivalent to fixed charges, $250 per annum, and a dividend of 6 p. c. per annum, on capital stock actually issued. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $50,000; par value, $50 per share.

Balance Sheet.—Dated June 30, 1899. (Same for 1896-7-8.)

ASSETS.		LIABILITIES.	
Construction	$149,378	Capital stock	$ 50,000
Cash	322	Open accounts	99,700
Total	$149,700	Total	$149,700

Officers.—Pres. Wm. L. Elkins, Treas. Alex. Rennick.

Directors.—P. A. B. Widener, Jas. E. Widener, Geo. D. Widener, Wm. L. Elkins, Thomas Dolan, Jas. McManes.

Date of information, July, 1899. b

West Philadelphia Passenger Railway Co.—Chartered May 14, 1857. Annual meeting first Tuesday in Nov.

Leased to Philadelphia Traction Co. on Jan. 1, 1884, for 999 years at an annual rental equivalent to fixed charges and 20 p. c. on capital stock ($150,000), and now operated by the Union Traction Co.

Capital Stock, authorized and issued, $750,000; par value, $50 per share. One-half this capital stock ($375,000), is owned by Philadelphia Traction Co., and forms a part of the security for the latter's collateral trust bonds. Dividends 20 p. c. payable Jan. and July.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized, $250,000, issued, $246,000; dated Apr. 1, 1876, due 1906; denom. $1,000; int. payable (gold) Apr. and Oct. at office of Land Title & Trust Co.; trustee of mortgage, Girard Life Insurance Annuity & Trust Co., of Philadelphia.

Second mortgage 5 p. c. coupon bonds, authorized and issued, $750,000; dated July 2, 1886, due May 1, 1926; denom. $1,000; int. (free of tax), payable May and Nov. at office of Land Title & Trust Co.; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Note.—Foreclosure proceedings may be instituted upon the first and second mortgage bonds upon request of the holders of one-tenth of the bonds issued.

Balance Sheet.—Dated June 30, 1899.

Assets.		Liabilities.	
Const'ction and equip.	$4,342,680	Capital stock	$ 750,000
Open account	8,610	Bonds	996,000
		Open accounts	2,518,391
		Profit and loss (sur.)	86,899
Total	$4,351,290	Total	$4,351,290

Officers.—Pres. Geo. D. Widener. Treas. Alex. Rennick.

Directors.—P. A. B. Widener, W. L. Elkins, Jas. E. Gillingham, Geo. D. Widener, Thomas Dolan, Jas. McManes, Jos. B. Altemus, Thos. J. Yarrow, Geo. W. Elkins.

Date of information, July, 1899. b

Wissahickon Electric Passenger Railway Co.—Chartered Oct. 8, 1890. Annual meeting third Friday in Jan. This road was leased in Feb., 1898, to the Roxborough, Chestnut Hill & Norristown Ry. Co. for 999 years, at a rental of 2 p. c. on $150,000 of the capital stock for the first two years, 3 p. c. for the next five years, 4 p. c. for the next eight years and 5 p. c. for the remainder of the term.

Capital Stock, authorized and issued, $250,000; par value, $50 per share

Operation.—Year ending June 30,

	1894.	1895.	1896.	1897.	1898.
Total receipts	$15,941	$30,765	$31,667	$27,684	$17,078
Operating expenses	15,443	31,925	28,353	26,500	15,499
Earnings from operation	498	*1,160	3,314	1,184	1.579
Deductions from earnings.					
Interest	976				
Taxes	62		317	365	

* Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$104,367	$108,796	$113,037	$114,587	$114,587
" equipment.	38,819	38,974	40,197	40,349	40,349
Material on hand	1,423	116	536		
Bills receivable	3,089	3,089	3,089	197	
Accounts due	9,429				
Cash		1,064	218	345	131
Due by stockhold's		78,452	69,627	84,420	84,420
Stock in treasury		52,250	52,250	38,950	38,950
Profit and loss (def)	3,530				
Total	$160,658	$282,742	$278,954	$278,848	$278,437
LIABILITIES.					
Rec'd from stockhldrs. for cap. stk	$118,650	$250,000	$250,000	$250,000	$250,000
Floating debt	29,000	25,650	21,000	20,000	18,600
Accounts due	13,008	248	292		
Prof. and loss (sur.)		6,843	7,662	8,848	9,837
Total	$160,658	$282,742	$278,954	$278,848	$278,437

Plant and Equipment.—Miles of track (electric), 3.5; gauge, 5 ft. 2½ in.; 90 lb. girder rail; 8 motor cars; Watts-Campbell engines, West. and Gen. Elec. dynamos and motors, St. Louis, Stephenson and Brill cars, Brill and St. Louis trucks.

Officers.—Pres. P. P. Liebert, V. Pres. Wm. H. Flanagan, Sec. & Treas. John Flanagan, Gen. Man. Louis Mountney.

Directors.—Wm. Johnson, Peter P. Liebert, James Christie, L. M. Jones, John Kenworthy, Benjamin Kenworthy, W. H. Flanagan.

General Office, Wissahickon, Philadelphia, Pa.

Date of information, July, 1899. b

PHILLIPSBURG, N. J.

Population in 1880, 7,181, in 1890, 8,644.

Phillipsburg Horse Car Railroad Co.—Chartered Feb. 27, 1868. This road is operated in connection with the Easton Transit Co., Easton, Pa. (which see).

CAPITAL STOCK, issued, $30,000.

OPERATION.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Gross receipts	$11,186	$21,534	$27,686	$29,614	$28,979
Op. exp. and fixed charges.	*9,843		20,378	22,214	31,931
Net income	1,343		7.308	7,400	†2,952

*Not including $24,881, being "expenditures for repairs, relaying track, etc." † Deficit.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.62; gauge, 5 ft. 2½ in.; 35 lb. rail; 13 horses, 4 cars.

OFFICERS.—Pres. Wm. M. Davis, Sec. & Treas. John. A. Bachman, Gen. Man. & Pur. Agt. F. H. Knight.

Date of information, Feb., 1899. b

PHILLIPSBURG, PA.

Population in 1880, 458, in 1890, 1,494.

Clearfield Traction Co.—Chartered July 18, 1894, to build an electric railway in Clearfield and Centre Counties. The company owns and controls, under a 999 year lease, at an annual rental of $1 each, Phillipsburg & Suburban Electric Ry. Co., Phillipsburg & Houtzdale Passenger Ry. Co. and Houtzdale & Suburban Electric Ry. Co. Law suits have unexpectedly delayed placing the road in operation.

CAPITAL STOCK, authorized, $1,500,000, paid in, $10,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $750,000; coupon, but may be registered; dated Sept. 1, 1894, due 1924; denom. $100, $500 and $1,000; int. payable Mar. and Sept., in New York and Philadelphia; trustee of mortgage, Girard Life Insurance, Annuity & Trust Co., of Philadelphia.

OFFICERS.—Pres. C. A. Bragg, Sec. & Treas. E. S. Doud, Hazleton, Pa.

DIRECTORS.—A. Markle, C. A. Bragg, Philadelphia; John G. Platt, G. R. Bedford, H. Dryfoos.

Date of information, Jan., 1900. z

PHOENIX, ARIZ.

Population in 1894 (local estimates), 8,500, in 1895 (local estimates), 10,000, in 1896 (local estimates), 12,000, in 1899 (local estimates), 17,000.

Phœnix Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.75; gauge, 4 ft. 8½ in.; 35 lb. T rail; 14 cars, of which 7 are motor cars and 7 trail cars; 300 H. P. station plant; Cumer and Williams engines, Hazelton boiler, Gen. Elec. dynamos, West. motors, Brill cars and trucks.

OFFICERS.—Sec. & Man. B. N. Pratt, Treas. Valley Bank.

Date of information, Feb., 1900. z

Please note date of information at end of each report.

PIERRE, S. DAK.

Population in 1890, 3.235.

Pierre City Railway Co.—Chartered 1885. This company has not reported directly since June, 1893 (see report below), but from other sources it is learned that the road is not now in operation.

CAPITAL STOCK, $75,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4.1; gauge, 4 ft. 8½ in., 27 lb. to 35 lb. rail; 23 horses, 5 horse cars.

OFFICERS.—Pres. W. G. Warden, V. Pres. Randal Morgan, Sec. Supt. & Gen. Man. S. B. Wallace.

Date of information, Feb., 1900. x

PIQUA, O.

Population in 1880, 6,031, in 1890, 9,090, in 1896 (local estimates), 13,000.

Miami Valley Railway Co.—Chartered Aug., 1889, for 25 years.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated 1893, due 1908; denom. $1,000; int. payable May and Nov., at office of Chase Nat'l Bank, of New York; trustee of mortgage, cashier of Chase Nat'l Bank.

PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 35 lb. to 48 lb. T rail; 23 cars, of which 14 are motor cars and 9 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Barney & Smith and St. Louis cars.

OFFICERS.—Pres. W. P. Orr, V. Pres. & Man. A. M. Orr, Sec. & Treas. L. M. Flesh, Gen. Supt. & Elecn. C. S. Bidwell.

Date of information, Feb., 1900. z

PITTSBURG, KAN.

Population in 1880, 529, in 1890, 6,697, in 1895 (local estimates), 8,000.

Pittsburg, Frontenac & Suburban Electric Railway Co.—Chartered Aug., 1894. The Pittsburg, Weir City & Columbus R. R. Co. has been consolidated with this company which also owns an electric lighting plant. This company was placed in the hands of a receiver in the spring of 1899.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $125,000; dated Jan. 1, 1896, due 1911; int. payable Jan. and July, at office of Real Estate Title Insurance & Trust Co., of Philadelphia.

Pittsburg, Weir City & Columbus R. R. Co.'s first mortgage 6 p. c. bonds, authorized, $75,000, issued, $28,000; dated Dec. 1, 1897, due 1906; int. payable June and Dec., at office of New York Security & Trust Co., trustee of mortgage.

NOTE.—First mortgage bonds cover real estate, property and franchises of both railway and lighting plant. These bonds may be redeemed in ten years.

Pittsburg, Weir City & Columbus R. R. Co.'s bonds have been assumed by this company.

OPERATION.—Six months ending June 30, 1897.

Total receipts	$16,843
Operating expenses	6,046
Earnings from operation	10,797
Deductions from earnings.	
Interest	4,500
Net income	6,297

PLANT AND EQUIPMENT.—Miles of track (electric), 17.3; 18 cars, of which 7 are motor cars and 11 trail cars; Dick & Church engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, St. Louis cars, Brill trucks.

LIGHTING PLANT.—1 1,000 light T.-H. alternator, 12 miles of mains, 1 175 H. P. Phœnix engine.

OFFICERS.—Recr. John R. Tracy, Pres. Morris Cliggett, V. Pres. J. J. Fyler, Sec. & Treas. M. O. Dick, Man. & Supt. J. A. Gibson, Ch. Engr. T. D. Woodhouse, Elecn. T. F. Cole.

DIRECTORS.—Samuel Barrett, Robt. Robyn, A. L. Chaplin, Pittsburg, Kan,; L. M. Bedell, C. J. Simons, Chetopa, Kan.; Robt. Simons, J. E. Jones, Westchester, Pa.

Date of information, Nov., 1899. x

PITTSBURG, PA.

Population in 1880 was 156,389, in 1890, 238,617, and in 1897, 285,000. The population of Allegheny in 1880 was 78,682, and in 1890, 105,287. The total present population of the city and suburbs is approximately 453,118.

The Central Traction Co.—Chartered Dec. 21, 1888. Annual meeting, second Tuesday in Feb.

Leased, on Apr. 1, 1896. for 950 years to the Consolidated Traction Co. for a rental of $45,000 per annum, equivalent to 3 p. c. on the par value of the capital stock. It is understood that the lessee also assumes the fixed charges of the lessor.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $375,000; coupon, but may be registered; dated July 1, 1889, due 1929; denom. $500; int. payable Jan. and July, at office of Fidelity Title & Trust Co., of Pittsburg, trustee of mortgage.

Central Passenger Ry. Co.'s first mortgage 6 p. c. bonds, authorized, $250,000, issued, $125,000; dated Oct. 1, 1894, due 1924; int. payable Apr. and Oct., at Union Trust Co., trustee of mortgage.

Operation.—Included in the report of the Consolidated Traction Co. (which see).

Dividends.—In 1896, 2 p. c.; in 1897-8-9, 3 p. c.

Plant and Equipment.—(See Consolidated Traction Co.)

Officers.—Pres. Geo. W. Elkins, Sec. G. L. Heron, Treas. Geo. I. Whitney,

Directors.=Geo. W. Elkins, Geo. I. Whitney, T. A. Gillespie, Jno. G. Stephenson, A. W. Heron, C. Wells, F. L. Stephenson.

References.—Description of road, Vol. VI, May, '90, p. 257; Vol. VII, Souv., '91, p. 16 (ill.).

Date of information, July, 1899. b

Consolidated Traction Co. of Pittsburg.—Chartered July, 1895, for the purpose of effecting a consolidation of the principal street railway properties of Pittsburg. The company has purchased the entire capital stock of the Fort Pitt Traction Co., which leases the Allegheny Traction Co. and the Citizens' Traction Co. The Consolidated Traction Co. also owns a controlling interest in the capital stock of the Central Traction Co., the Pittsburg Traction Co. and the Duquesne Traction Co. In Mar., 1900, it was reported that this company was being merged into the Union Traction Co., of Pittsburg. The capital liabilities of the old consolidated system are as follows :

	Cap. Stock Issued.	Cap. Stock Paid in.	Funded Debt.
Central Traction Co.	$ 1,500,000	$ 899,862	$ 500,000
Duquesne Traction Co.	3,000,000	3,000,000	1,500,000
Fort Pitt Traction Co.	3,000,000	3,000,000	938,000
Citizens' Traction Co.	3,000,000	3,000,000	1,500,000
Allegheny Traction Co.	500,000	500,000	750,000
Pittsburg Traction Co.	2,500,000	2,500,000	1,007,000
	$13,500,000	$12,899,862	$6,195,000

Capital Stock.—Common stock, authorized, $15,000,000, issued, $13,250,000; par value, $50 per share.

6 p. c. cumulative preferred stock, authorized, $15,000,000, issued, $9,660,200; par value, $50. The preferred stock participates equally with the common stock after 6 p. c. has been paid on the latter. First dividend was paid on the preferred stock in May, 1897.

Note.—Under the plan of consolidation, the preferred stock was exchanged for the common stock of the constituent companies in the following proportions :

	Old Common Stock.	New Preferred Stock.
Central Traction Co.	$1,500,000	$ 900,000
Duquesne Traction Co.	3,000,000	2,220,000
Fort Pitt Traction Co.	3,000,000	2,400,000
Pittsburg Traction Co.	2,500,000	3,500,000

Funded Debt.—The company has no funded debt. The funded debt of the constituent companies amounts to $6,195,000, as above stated.

Operation.—The following is a combination of the operating reports of the constituent companies for the years ending June 30,

	1895.	1896.	1897.	1898.	1899.
Rects from pass.	$1,705,263	$1,851,802	$1,839,086	$1,996,671	$2,301,220
" other sources	23,396	111,727	624,161	175,607	452,775
" total	1,728,659	1,963,529	2,463,247	2,172,278	2,753,995
Oper. expenses.	1,115,851	1,019,977	1,064,691	960.349	1,214,425
Earn. from oper'n	$612,807	$943,552	$1,398,556	$1,211,929	$1,539,570
Deductions from earnings.					
Taxes			$ 46,760	$ 51,640	$ 57,229
Interest			318,380	318,377	318,584
Rentals			551,100	551,100	548,100
Other deductions			194		
Net income			$482,122	$290,812	$615,657
Dividends paid			286,426	288,005	584,619
To surplus account			$195,696	$ 2,807	$ 31,038
P. c. operating exp. to total receipts			43.2	44.2	40.4

Please note date of information at end of each report.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road	$ 6,087,540	$ 6,798,000
Cost of equipment	852,395	1,575,093
Stock of other companies	18,746,701	18,831,310
Cash on hand	9,037	
Due by agents	367,350	395,402
Open accounts	85,515	
Materials and supplies	101,623	
Total	$26,250,161	$27,539,805
LIABILITIES.		
Capital stock	$24,573,850	$24,658,550
Funded debt	10,000	18,000
Loans	1,300,000	
Accounts payable	44,359	2,522,104
Sundries	11,838	
Profit & loss (surplus)	310,113	341,151
Total	$26,250,161	$27,539,805

Plant and Equipment.—Miles of track (electric), 126.38; gauge, 5 ft. 2½ in.; 433 cars, of which 333 are motor cars and 100 trail cars.

Officers.—Pres. C. L. Magee, Sec. & Pur. Agt. Jas. A. McDevitt, Treas. Geo. I. Whitney, Supt. Charles Fitzgerald, Cons. Engr. Geo. F. Greenwood.

Directors.—C. L. Magee, Joshua Rhodes, T. H. Given, Geo. I. Whitney, B. F. Jones.

General Office, 114 Fourth Ave.

References.—Description of track, Vol. XIII, May, '97, p. 301; description of power plant, Vol. XIV, Jan., '98, p. 1 (ill.); description of power plant, Vol. XIV, Feb., '98, p. 97 (ill.); track construction, Vol. XIV, Apr., '98, p. 209 (ill.); description of power house, repair shops and car houses, Vol. XV, Mar., '99, p. 13 (ill.); description of power station, Vol. XV, Aug., '99, p. 503 (ill.).

Date of information, Feb., 1900. b z

The Duquesne Traction Co.—Chartered Jan. 25, 1890. This company controls the following street railway properties chartered for operation in Pittsburg:

	Miles.	Capital Stock.
Duquesne Street Ry. Co.	3.5	$100,000
Boyd Street Ry. Co.	.6	3,000
Craig Street Passenger Ry. Co.	6.7	48,000
East End Street Ry. Co.	1.1	600
Grant Street Ry. Co.	.6	300
Highland Street Ry. Co.	2.1	15,000
Howe Street Ry. Co.	2.2	18,000
Larimer Street Ry. Co.	1.6	15,000
Market Street Ry. Co.	.3	500
People's Street Ry. Co.	5.2	35,000
Wilkinsburg & East Liberty Ry. Co.	2.4	14,300

The properties controlled by this company have been operated by the Pittsburg Traction Co. on a 99 year contract dated Jan. 1, 1892 (see Pittsburg Traction Co. for terms and conditions), but on Apr. 1, 1896, the company's lines were leased to the Consolidated Traction Co. for 950 years, at a rental of $120,000 per annum, equivalent to 4 p. c. on the capital stock.

Capital Stock, authorized and issued, $3,000,000, par value, $50 per share. Dividends payable Jan. and July, at office of Fidelity Title & Trust Co., of Pittsburg.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $1,500,000; dated July 1, 1890, due 1930; coupon, but may be registered; int. payable Jan. and July.

Operation.—Is included in the report of the Consolidated Traction Co. (which see).

Plant and Equipment.—(See Consolidated Traction Co.)

References.—Description of road, Vol. VII, May, '91, p. 259; Vol. VII, Souv., '91, p. 23 (ill.).

Date of information, July, 1899. b

Monongahela Street Railway Co.—Chartered Apr. 13, 1898. Municipal franchise granted May 9, 1898. Annual meeting second Monday in Jan. This company is a consolidation of the Homestead & Highlands Street Ry. Co., the Braddock & Homestead Street Ry. Co. and the Braddock & Duquesne St. Ry. Co. In Mar., 1900, it was reported that this company was being merged into the Union Traction Co., of Pittsburg.

Capital Stock, authorized and issued $1,000,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued $1,000,000; dated June 1, 1898, due 1928; denom. $1,000; int. payable June and Dec. at the office of Union Trust Co., trustee of mortgage.

Operation.—Period ending June 30, 1899.

Receipts from passengers	$122,609
" " other sources	2,257
" total	124,866
Operating expenses	84,334
Earnings from operation	40,532
Deductions from earnings—	
Taxes	5,555
Interest	25,000
Net income	9,977

Balance Sheet.—Dated June 50, 1899.

Assets.		Liabilities.	
Cost of road	$1,946,486	Capital stock	$1,000,000
" " equipment	306,853	Funded debt	1,000,000
Cash	7,656	Loans	240,000
Bills and accts. rec'able	20,510	Accrued interest	4,167
Material and supplies	2,442	Other liabilities	43,155
Profit and loss deficit	3,875		
Total	$2,287,322	Total	$2,287,322

Plant and Equipment.—Miles of track (electric), 25.05; gauge, 5 ft. 2½ in.; 90 lb. rail; 70 motor cars, 1500 K. W. power of station plant; Buckeye engines, West. dynamos and motors, Laclede cars, McGuire trucks.

Officers.—Pres. & Gen Man. W. L. Mellon, V. Pres. A. W. Mellon, Sec. F. M. Ross, Treas. R. B. Mellon, Supt. Frank McCoy.

Directors.—A. W. Mellon, R. B. Mellon, W. S. Mitchell, T. A. Noble.

General Office, 512 Smithfield St., Pittsburgh, Pa.

Date of information Mar., 1900. b x

Pittsburg & Birmingham Traction Co.—Chartered Aug. 15, 1889. Annual meeting second Tuesday in Aug. This company is the owner or lessee of the following named corporations:

Arlington Avenue Street Ry. Co.
Bingham Street Ry. Co.
Birmingham, Knoxville & Allentown Traction Co.
Birmingham Street Ry. Co.
Bradford & South Ninth Street Ry. Co.
Brownsville Avenue Street Ry. Co.
Hill-Top Ry. Co.
Jane Street Ry. Co.
Knoxsville Street Ry. Co.
Lower St. Clair Street Ry. Co.
McKean Street Ry. Co.
Mount Oliver Incline Plane Ry. Co.
Pittsburg, Hill-Top & Castle Shannon Street Ry. Co.
Pittsburg & Birmingham Passenger R. R. Co.
Pittsburg & Birmingham Traction Co.
Pittsburg & Hill-Top Street Ry. Co.
Pittsburg & Homestead & Munhall Street Ry. Co.
Pittsburg Incline Plane Co.
Pittsburg & Knoxville Street Ry. Co.
Piltsburg, Knoxville & St. Clair Street R. R. Co.
Pittsburg & Ormsby Passenger R. R. Co.
Rural Street Ry. Co.
South Side Passenger R. R. Co.
West Liberty Street Ry. Co.

Capital Stock, authorized and issued, $3,000,000; par value, $50 per share.

Funded Debt.—General mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Nov. 20, 1889, due Nov. 1, 1929; denom. $1,000; int. payable May and Nov., at office of company; trustee of mortgage, Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, Pa.

Debenture 6 p. c. bonds, $131,000; dated Sept. 1, 1892, due Sept. 1, 1917; int. payable Mar. and Sept.

The company has guaranteed the following bond issues:

South Side Passenger Ry. Co.'s 5 p. c. bonds $10,000; dated 1891, due 1901; int. payable Apr. and Oct.

Birmingham, Knoxville & Allentown Traction Ry. Co.'s 6 p. c. bonds, $500,000; dated Sept. 1, 1891, due 1931; int. payable Mar. and Sept.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass.	$301,082	$391,033	$452,164	$415,508	$458,785
" other sources.	4,500	21,255	5,458	20,695	21,086
" total	305,582	412,288	457,622	436,203	479,871
Operating exp.	150,707	206,423	243,407	204,313	224,608
E'rn'gs from op'n.	154,875	205,865	214,215	231,890	255,263

Please note date of information at end of each report.

Deduct. from earns.	1895.	1896.	1897.	1898.	1899.
Interest		109,700	75,000	117,436	120,500
Taxes		18,000	60,741	18,390	16,074
Rentals		36,794		34,591	12,000
Bridge tolls			9,343		23,692
Net income		41,370	69,131	61,473	82,997
Dividends paid				30,000	60,000
Per cent. op. exp. to total receipts	49.3	50.0	53.2	46.8	46.8

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Property and railway.	$2,898,030	$2,898,030	$2,898,030	$2,898,030
Improvement	1,638,888	1,638,888	1,638,888	1,638,888
Stocks	703,400	703,550	1,003,550	1,003,550
Cash assets	14,159	6,260	11,835	16,961
Other assets	700	880	880	980
Accounts receivable	170,149	173,170	179,810	129,752
Materials and supplies			6,060	10,976
Mercantile Trust Co.				8,285
Total	$5,425,476	$5,720,778	$5,739,054	$5,707,422
LIABILITIES.				
Capital stock	$3,000,000	$3,000,000	$3,000,000	$3,000,000
Funded debt	1,500,000	1,500,000	1,500,000	1,500,000
Guaranteed bonds	519,000	810,000	810,000	810,000
Debenture bonds	147,000	147,000	147,000	147,000
Bills payable	75,000	*50,000		
Accounts payable	56,919	67,370	76,166	44,238
Accrued interest	33,430	32,550	33,802	36,572
Loans			9,000	23,389
Profit and loss (sur)	94,127	113,858	163,086	146,223
Total	$5,425,476	$5,720,778	$5,739,054	$5,707,422

*This amount has been paid since date of balance sheet.

Plant and Equipment.—Miles of track (electric), 28, gauge, 5 ft. 2½ in.; 12 in. 90 lb. and 63½ lb. Johnson girder rail; 7 horses, 72 cars, of which 1 is a horse car, 66 are motor cars and 5 trail cars; Hamilton-Corliss engines, West. dynamos and motors, Gilbert and St. Louis cars.

Officers.—Pres. H. Moore, V. Pres. A. C. Wettengel, Sec. & Treas. W. H. Rogers, Gen. Supt. T. J. Layton.

Directors.—Jas. S. McKelvey, John C. Fisher, A. C. Wettengel, Henry Moore, David Yost, W. R. Ford, Jacob Hook.

General Office, 30th and Carson Sts., Pittsburg, Pa.

References.—Description of road, Vol. VII, Aug. '91, p. 426 (ill.); Vol. VII, Souv., '91, p. 30 (ill.); annual report, Vol. X, Nov., '94, p. 755.

Date of information, Mar., 1900. b z

Schenley Park & Highlands Railway Co.—Chartered Feb 21, 1891.

Capital Stock, authorized, $300,000, issued, $100,000.

Funded Debt, $100,000.

Operation.—Year ending June 30,	1896.	1897.	1898.
Gross receipts	$17,947	$18,321	$18,659
Operating expenses	16,817	18,563	19,339
Earnings from operation	1,130	*242	*680
Deductions from earnings.			
Interest		6,000	5,500
Taxes		110	87
Rentals		3,250	2,979
Net income		*9,602	*9,246

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.
Cost of road	$219,724	$239,105	$248,174
Cost of equipment	17,315	17,415	17,415
Open accounts	1,516	2,079	2,125
Cash on hand		22	10
Other assets		5,542	5,604
Profit and loss (deficit)	7,873	9,601	9,246
Total	$246,428	$273,763	$282,574
LIABILITIES.			
Capital stock	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000
Accrued interest	6,000		
Bills payable	20,750	38,259	36,508
Accounts payable	19,678	11,895	11,205
Cash due H. & H. St. Ry Co.		23,609	34,862
Total	$246,428	$273,763	$282,574

Plant and Equipment.—Miles of track (electric), 6; gauge, 5 ft. 2½ in.; 40 lb. to 66 lb. T and girder rail; 5 motor cars; Nordburg engines, West. dynamos and motors, Gilbert and Barney & Smith cars.

Officers.—Pres. Thos. Noble, V. Pres. & Man. S. J. MacFarren, Sec. J. H. Adams, Treas. A. D. Wood.

Directors.—Richard G. Wood, Thomas A. Noble, Alan D. Wood, John F. Davitt, Fred G. Kay, R. P. Cunningham, S. J. McFarren.

General Office, Homestead, Pa.

Reference.—Description of road, Vol. VII, Souv., '91, p. 36 (ill.).

Date of information, July, 1898. b

Suburban Rapid Transit Street Railway Co.—Chartered Sept. 28, 1886. In Aug., 1899, the South Twenty-second St. Ry. Co. was consolidated with this company, which has entirely rebuilt and extended its road.

Capital Stock, authorized, $800,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000.

Operation.—Year ending June 30,	1896.	1897.	1898.	1899.
Gross receipts	$37,355	$42,192	$45,445	$45,071
Operating expenses	36,856	33,795	31,465	33,025
Earnings from operation	499	8,397	13,980	12,046
Deductions from earnings				
Interest on funded debt		13,060	13,691	12,000
Taxes		2,926	1,075	1,286
Other deductions			660	2,263
Net income		*7,589	*1,446	*2,503

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$218,117	$230,413	$221,258	$327,994
" equipment	96,471	98,113	98,650	102,082
Cash	1,645	1,751	305	
Material and supplies	6,745	4,603	9,596	1,942
Sundries	546	909	900	10
Profit and loss (deficit)	10,669	18,258	19,704	3,504
Total	$334,194	$354,047	$350,413	$435,532
LIABILITIES.				
Capital stock	$122,000	$122,000	$122,000	$200,000
Funded debt	193,000	200,000	200,000	200,000
Accrued interest	2,895	4,000	2,800	
Loans	15,000	24,700	25,000	33,500
Accounts payable	1,008	3,347	613	1,991
Sundries	290			51
Total	$334,194	$354,047	$350,413	$435,532

Plant and Equipment.—Miles of track (electric), 11.5; gauge, 5 ft. 2½ in.; 90 lb. girder rail; 16 motor cars; 4 engines, 4 dynamos; Fisher, Green and Porter engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

Officers.—Pres. & Gen. Man. E. V. Hays, Sec. & Treas. A. E. Braun, Supt. Pur. Agt. & Elecn. B. A. Mapledoram, Ch. Engr. & Ch. Engr. of Power Station M. McLacken.

Directors.—E. V. Hays, Jas. H. Pitts, E. B. Coll, A. E. Braun, R. T. Russell.

General Office, 220 4th Ave., Pittsburg, Pa.

Reference.—Description of road, Vol. VII, Souv., '91, p. 35 (ill.).

Date of information, Mar., 1900. b z

United Traction Co. of Pittsburg.—Chartered July 27, 1896, for 999 years. Annual meeting second Monday in Oct. This company has purchased all the property and franchises of The Second Avenue Traction Co. (including the McKeesport & Reynoldton Passenger Ry. Co., and the Pittsburg, Glenwood & Homestead Passenger Street Ry. Co.) and the North Side Traction Co. (which was leased to the Second Avenue Traction Co., and which leases the Federal Street & Pleasant Valley Passenger Ry. Co.). This company has also purchased the capital stock, and has leased the property of the Pittsburg, Allegheny & Manchester Traction Co. (lessor of the Union Passenger Ry. Co.), for 950 years from June, 1897. In Mar., 1900, it was reported that this company was being merged into the Union Traction Co., of Pittsburg.

Capital Stock.—Common stock, authorized and issued, $17,000,000; par value, $50 per share.

Preferred cumulative stock, authorized and issued, $3,000,000; par value, $50 per share.

Funded Debt.—General mortgage 5 p. c. gold bonds, authorized $10,000,000, issued $4,750,000; in escrow (see Note), $5,250,000; coupon, but may be registered; dated July, 1897, due 1997; denom. $1,000; int. payable Jan. and July, in New York City; trustee of mortgage, Maryland Trust Co., of Baltimore.

Please note date of information at end of each report.

Federal Street & Pleasant Valley Passenger Ry. Co.'s consolidated mortgage, 5 p. c. bonds, $1,250,000.

Pittsburg, Allegheny & Manchester Traction Co.'s general mortgage bonds, $1,500,000.

Second Avenue Traction Co.'s first mortgage 5 p. c. bonds, $2,500,000.

Note.—$5,250,000 of the United Traction Co.'s bonds are held in escrow to retire the bond issues of the leased companies described above.

Operation.—The combined operating report of the leased companies up to the date of their lease, and of the completed system after that date is as follows:

	Year ending June 30,			6 mos. endg. Dec. 31,
	1897.	1898.	1899.	1899.
Receipts from pass.	$1,382,341	$1,452,130	$1,578,356	$888,385
" other sources	55,086	17,777	25,797	16,294
" total	1,437,427	1,469,907	1,604,266	904,679
Operating expenses	768,783	682,916	732,272	396,480
Earnings from operation	668,644	786,991	871,994	508,199
Deductions from earnings.				
Taxes	75,006	73,641	80,115	54,904
Interest	236,115	470,869	501,550	250,775
Rentals	97,225	32,867	32,867	16,434
Other deductions	9,593	9,134	8,150	4,569
Net income	250,705	200,478	249,312	181,518
Dividends		150,000	150,000	75,000
To surplus account		50,478	99,312	106,518
P. c. op. exp. to total rec.		46.5	45.6	43.8

Balance Sheet.—Dated

ASSETS.	June 30, 1898.	Dec. 31, 1898.	June 30, 1899.	Dec. 31, 1899.
C'st of road and equip.	$30,342,977	$30,442,871	$30,582,688	$30,666,525
Cash	96,684	126,689	79,593	18,233
Bills and accts. rec'ble.	30,821	28,284	27,516	21,313
Mat'ials and supplies.	25,227	32,451	47,454	56,902
Other assets	3,261	4,515	291	4,337
Total	$30,498,969	$30,634,811	$30,737,542	$30,777,309
LIABILITIES.				
Capital stock	$20,000,000	$20,000,000	$20,000,000	$20,000,000
Funded debt	10,000,000	10,000,000	10,000,000	10,000,000
Accrued interest	30,918	29,338	27,833	27,833
Bills and accts. pay'ble	229,133	211,461	301,303	437,249
Other liabilities	188,439	194,650	96,662	2,887
Dividends			75,000	75,000
Rental			14,993	14,993
Betterments			72,074	3,810
Profit and loss (surp).	50,478	199,361	149,677	215,538
Total	$30,498,969	$30,634,811	$30,737,542	$30,777,309

Dividends in 1898, 5 p. c., in 1899, 5 p. c. on preferred stock.

Plant and Equipment.—Miles of track (electric), 117.13; gauge, 5 ft. 2½ in.; 344 cars, of which 299 are motor cars and 45 trail cars; Providence and Russell engines, West. dynamos, Gen. Elec. and West. motors, Laclede, St. Louis and Pullman cars.

Officers.—Pres. Jas. D. Callery, V. Pres. J. H. Reed, Sec. J. F. Guffey, Treas. C. J. Braun, Jr., Audr. S. E. Moore, Supt. John Murphy, Ch. Engr. S. L. Tone.

Directors.—Jas. D. Callery, Wm. H. Keech, H. J. Bowdoin, P. Calhoun, J. H. Reed.

General Office.—435 6th Ave., Pittsburg, Pa.

References.—Transfer of stock, Vol XIII, Dec., '97, p. 870; life of gears, pinions and trolley wheels, Vol. XIV, Jan., '98, p. 11; wheel records, Vol. XIV, Jan., '98, p. 11; operating detail, Vol. XIV, Mar., '98, p. 137 (ill.); description of system, Vol. XV, July, '99, p. 44 (ill.) map.

Date of information, Mar., 1900. b x

West End Traction Co.—Chartered Nov. 15, 1897, as a consolidation of the Pittsburg & West End Passsenger Ry. Co., the Pittsburg, Crafton & Mansfield Street Ry. Co., the Pittsburg, Neville Island & Coraopolis Ry. Co., the West End, Mt. Washington & Banksville Ry. Co. (only partly built), and the Carnegie Heidelburg & Bridgeville Street Ry. Co. (not yet constructed). This company commenced operating the properties named on Jan. 1, 1898.

Capital Stock.—Common stock, authorized and issued, $2,500,000.

Preferred stock, authorized and issued $2,500,000.

Funded Debt.—Consolidated mortgage 5 p.c. bonds, authorized, $1,500,000, issued, $505,000; in escrow (see Note) $850,000, in treasury, $150,000; dated Jan. 1, 1898, due 1938; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Pittsburg.

Pittsburg, Neville Island & Coraopolis Passenger Ry. Co.'s first mortgage 6 p. c. bonds, outstanding $100,000.

Pittsburg, Crafton & Mansfield Street Ry. Co's. first mortgage 5 p. c, bonds authorized and issued, $250,000; dated July 1, 1894, due 1924; int. payable Jan. and July at office of Pittsburg Trust Co., trustee of mortgage.

Pittsburg & West End Passenger Ry. Co's. first mortgage 5 p. c. bonds, authorized and issued, $500,000; dated July 1, 1892, due 1922; coupon, but may be registered; denom. $1,000; int. payable Jan. and July at office of City Savings Bank, of Pittsburg; trustee of mortgage, Fidelity Title & Trust Co., of Pittsburg.

Note.—Of the consolidated mortgage bonds, $850,000 are held in escrow to retire the underlying bonds described above.

Operation.—Year ending June 30.	1898.	1899.
Receipts from passengers	$310,558	$387,239
" other sources	19,307	7,422
" total	329,865	394,661
Operating expenses	177,221	177,324
Earnings from operation	152,644	217,337
Deductions from earnings.		
Taxes	14,052	4,081
Interest	45,357	68,865
Other deductions	1,725	
Net income	91,510	144,391
Dividends	87,500	125,000
To surplus account	4,010	19,391

Balance Sheet.—Dated June 30.

ASSETS.	1898.	1899.
Cost of road	$384,943	$440,483
Cost of equipment	89,580	147,543
Stock of other companies	5,000,000	5,000,000
Bonds " "	850,000	850,000
Cash	49,602	54,084
Open accounts	100	557
Total	$6,374,225	$6,492,667
LIABILITIES.		
Capital stock	$5,000,000	$5,000,000
Funded debt	1,350,000	1,350,000
Accounts payable	18,664	12,705
Profit and loss (surplus)	5,561	24,962
Total	$6,374,225	$6,492,667

Plant and Equipment.—Miles of track (electric), 45.4; 86 cars of which 18 are horse cars, 64 are motor cars and 4 trail cars; 4 horses, West. dynamos and motors.

Officers.—Pres. John C. Reilly, Sec. W. V. Callery, Treas. & Supt., W. J. Burns, Gen. Man. E. S. Reilly.

Directors.—John Reilly, Thos. S. Bigelow, Wm. V. Callery, W. J. Burns, J. D. Callery, of Pittsburg.

General Office, West Carson St., Pittsburg.

Reference.—Pittsburg & West End Passenger Ry. Co.—Description of road, Vol. VII, Souv., '91, p. 35 (ill.).

Date of information, Dec., 1899. b

NEW CORPORATIONS.

Union Traction Co. of Pittsburg.—Chartered Mar., 1900. This company was organized to lease and operate the properties of the Consolidated Traction Co., the Monongahela Street Ry. Co. and the United Traction Co., and with the expectation of ultimately consolidating all of the operating street railways in Pittsburg and vicinity.

Date of information, Mar., 1900. x

Pittsburg & Butler Electric Railroad Co.—Chartered July, 1899, to construct an electric railway from Pittsburgh to Butler, about 40 miles. Construction work has been commenced.

Officer.—Pres. Henry Whittmer.

Directors.—F. B. McMillan, X. Whittmer, H. Whittmer, G. D. McMorran, G. D. Chalfaut, R. A. George, F. L. Harlinghouse, F. Klussman, D. C. Cawley.

General Office, 12 Federal St., Allegheny City, Pa.

Date of information, Feb., 1900. x

PITTSFIELD, MASS.

Population in 1880, 13,364, in 1890, 17,281.

Pittsfield Electric Street Railway Co.—Chartered Apr. 21, 1886. Annual meeting in October.

CAPITAL STOCK, authorized and issued, $80,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, issued, $45,000; due 1911-1914.

Please note date of information at end of each report.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$26,728	$37,641	$61,168	$66,302	$73,076
Operating expenses	15,962	22,624	35,971	42,932	54,131
Earnings from oper	10,766	15,017	25,197	23,370	18,945
Deduc. from earnings	1,771	2,059			
Int. on funded debt			2,250	2,250	2,466
" floating debt			101	181	248
Taxes			1,047	1,031	2,845
Other deductions			190	278	363
Net income	8,994	12,958	21,609	19,630	13,022
Dividends paid	2,400	2,400	3,600	3,600	4,800
To surplus account	6,594	10,558	18,009	16,030	8,222
Total surplus account	17,292	16,200	17,209	12,239	*13,461

*$7,000 written off for depreciation.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 1,745	$ 4,364	$ 6,095	$ 7,928	$ 8,053
Transportation exp.	11,675	14,715	22,884	23,164	27,942
Maint. of way & build.	701	823	4,428	7,457	10,127
" " equip.	1,840	2,722	2,563	4,383	8,009
Total	$15,962	$22,624	$35,971	$42.932	$54,131

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	522,014	751,041	1,219,960	1,318,035	1,470,937
Car miles run	95,307	130,106	252,268	260,900	347,869
Gr. rec. per car mile	$.280	$.289	$.243	$.253	$.210
Op. exp. per car mile	.168	.174	.143	.164	.155

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$55,767	$ 96,149	$ 86,899	$ 91,575	$ 87,090
" equipment	14,627	13,477	20,042	23,910	25,970
Other perm. invest.	2,664	1,664	12,741	22,480	47,758
Cash and cur. assets.	7,234	9,910	2,528	11,124	202
Total	$80,292	$121,200	$122,209	$149,089	$161,020
LIABILITIES.					
Capital stock	$40,000	$ 60,000	$ 60,000	$ 80,000	$ 80,000
Funded debt	23,000	45,000	45,000	45,000	55,000
Floating debt				11,850	12,559
Profit and loss (sur.)	17,292	16,200	17,209	12,239	13,461
Total	$80,292	$121,200	$122,209	$149,089	$161,020

PLANT AND EQUIPMENT.—Miles of track (electric), 10.6; gauge, 4 ft. 8½ in.; 56 lb. 72 lb. and 90 lb. girder and T rail; 3 horses; 23 cars, of which 18 are motor cars and 5 trail cars; West. dynamos and motors, Brill, Jones and Stephenson cars.

OFFICERS.—Pres. Jos. Tucker, Sec. J. M. Stevenson, Treas. C. E. Merrill, Gen. Man. P. H. Dolan.

DIRECTORS.—Joseph Tucker, J. L. Bacon, James W. Hull, Wm. R. Plunkett, P. C. Dolan, J. M. Stevenson, C. E. Merrill Pittsfield, Mass.

GENERAL OFFICE, Seymour & Wahconah Sts., Pittsfield, Mass.

REFERENCE.—Increase of bonds, Vol. IX, July, '93, p. 490.

Date of information, Dec., 1899. b

PLAINFIELD, N. J.

Population in 1880, 8,125, in 1890, 11,267.

Plainfield Street Railway Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $100,000.

OPERATION.—Year ending Dec. 31,

	1893.	1894.	1895.	1896.	1897.	1898.
Total receipts	$19,581	$22,287	$24,038	$39,797	$50,604	$53,974
Operating ex.						42,128
Earn. from op.						11,846

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 62 lb. and 72 lb. girder rail; 20 motor cars; West. engines, West. and Gen. Elec. dynamos and motors, Brill and B. & N. Y. cars.

OFFICERS.—Pres. Thos. A. Nevins, V. Pres. J. T. Fritts, Sec. & Treas. Adrian Riker, Supt. & Elecn. J. H. Adelmann, Ch. Engr. of Power Station M. McClurg.

DIRECTORS.—Thos. A. Nevins, J. T. Fritts, Chandler W. Riker, Cortlandt Riker, Adrian Riker, J. B. Brown.

GENERAL OFFICE, 909-911 West 14th St.

Date of information, Feb., 1899. b z

PLATTSBURGH, N. Y.

Population in 1880, 5,245, in 1890, 7,010, in 1897 (local estimates), 10,000; total population served by the street railway lines, 12,000.

Plattsburgh Traction Co.—Chartered May 27, 1896, for 50 years. Municipal franchise granted June 15, 1896, for 50 years. Operation was commenced in July, 1896.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $100,000, issued, $80,000, in treasury, $20,000; dated July 1, 1896, due 1926; denom. $500; int. payable Jan. and July, at office of Continental Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.
Gross receipts	$18,439	$17,304	$19,224
Operating expenses	11,593	10,493	11,213
Earnings from operation	6,846	6,811	8,011
Deductions from earnings.			
Interest	4,800	4,800	4,800
Taxes	120	295	775
Net income	1,926	1,716	2,436
To surplus account	1,926	1,716	
Total surplus account		3,642	6,078
Per cent. of exp. to total receipts		60.6	58.3

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.
General expenses	$ 1,925	$ 1,638	$ 1,758
Transportation expenses	9,128	7,915	8,053
Maintenance of way and building	307	552	925
" " equipment	233	388	477
Total	$11,593	$10,493	$11,213

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Passengers carried	408,641	387,326	431,611
Car miles run	184,387	181,096	166,421
Total receipts per car mile	$.100	$.094	$.115
Operating expenses per car mile	.063	.058	.067

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.
Cost of road and equip.	$180,000	$180,000	$180,000
Cash	1,383	1,158	3,037
Bills and accounts receivable		1,176	
Materials and supplies	1,002	2,094	2,404
Other assets	504	364	1,190
Total	$182,889	$184,792	$186,631
LIABILITIES.			
Capital stock	$100,000	$100,000	$100,000
Funded debt	80,000	80,000	80,000
Accounts payable	963	1,150	553
Profit and loss (surplus)	1,926	3,642	6,078
Total	$182,889	$184,792	$186,631

PLANT AND EQUIPMENT.—Miles of track (electric) 6.5; gauge, 4 ft. 8½ in; 50 lb. T rail; 10 motor cars; West. dynamos and motors; rent power.

OFFICERS.—Pres. E. N. Sanderson, V. Pres. & Gen. Man. Geo. M. Cole, Sec. W. L. Pattison, Treas. A. E. Reynolds.

DIRECTORS.—H. Hobart Porter, Jr., E. N. Sanderson, S. M. Weed, Francis Blossom, Richmond Talbot, Albert E. Reynolds, H. E. Barnard, W. L. Pattison, Geo. M. Cole.

GENERAL OFFICE.—Plattsburgh, N. Y.

Date of information, Feb., 1900. b z

PLYMOUTH, MASS.

Population of Plymouth and Kingston in 1880, 8,617, in 1890, 8,973, in 1900, 11,500.

Plymouth & Kingston Street Railway Co.—Chartered Feb. 1889. Annual meeting second Wednesday in Oct. This road is to be connected with the Brockton & Plymouth St. Ry. now being constructed, forming a through line.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $35,000; dated Jan. 1, 1890, due 1910; denom. $100 to $1,000; int. payable Jan. and July, at office of International Trust Co. of Boston, trustee of mortgage.

6 p. c. real estate mortgage, $7,000; payable on demand.

Please note date of information at end of each report.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers..	$29,721	$32,668	$33,840	$34,107	$38,568
" other sources....	3,295	2,269	4,047	2,727	3,460
" total.....	33,016	34,937	37,888	36,834	42,028
Operating expenses.....	22,396	23,548	26,220	24,734	40,682
Earnings from operation..	10,620	11,389	11,668	12,100	1,346
Deductions from earnings.					
Interest.....	4,598	3,478	3,702	3,589	4,060
Taxes.....	1,113	1,119	1,564	1,583	1,169
Net income.....	4,909	6,791	6,402	6,928	*3,883
Dividends paid.....	6,600	6,000	6,000	6,000	1,500
To surplus account.....	*1,691	791	402	928	*5,383
Total surplus account.....	1,400	2,191	2,593	3,521	*3,482
Per cent. dividends paid...	9	6	6	6	1½
Stock receiving dividends.	70,000	100,000	100,000	100,000	100,000

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses.....	$ 4,820	$ 2,885	$ 3,939	$ 4,683	$ 4,955
Transportation expenses.....	13.958	15.515	16,815	17,100	19,772
Maintenance of way and bldgs	1,492	2,471	3,447	1,841	13,674
" " equipment...	2,125	2,676	2,019	1,110	2,081
Total.....	$22,396	$23,548	$26,220	$24,734	$40,682

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1895.	1896.	1897.	1898.	1899.
Passengers carried..... 594,413	655,556	684,036	691,048	780,562
Car miles run..... 150,018	177,876	177,194	181,650	210,917
Total rec'ts per car mile $.220	$.196	$.214	$.203	$.199
Oper. exp. per car mile. .149	.132	.148	.136	.192

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.....	$101,666	$101,666	$101,666	$101,666	$102,655
" equipment.....	22,783	22,999	23,915	23,909	33,210
Other permanent invest.		39,665	39,561	39,496	41,088
Cash and current assets.	1,710	2,861	2,452	3,450	3,653
Other assets.....	40.341	1,000	1,000	1,000	2,684
Profit and loss (deficit)..					3,482
Total.....	$166,500	$168,191	$168,593	$169,521	$186,772
LIABILITIES.					
Capital stock.....	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt.....	35,000	35,000	35,000	35,000	35,000
Real estate mortgages..			7,000	7,000	7,000
Notes payable, etc.....	19,100	20,000		20,000	43,087
Other liabilities.....	11,000	11,000	24,000	4,000	1,685
Profit and loss (surplus)	1,400	2,191	2,593	3,521	
Total	$166,500	$168,191	$168,593	$169,521	$186,772

PLANT AND EQUIPMENT.—Miles of track (electric), 9.3; gauge, 4 ft. 8½ in.; 35 lb. and 42 lb. T rail; 15 motor cars; Gen. Elec. dynamos and motors, Briggs and Newburyport cars; lease power.

OFFICERS.—Pres. Charles H. French, Sec. Eliot Wadsworth, Treas. Oliver E. Chapman, Supt. Gen. Man. & Pur. Agt. W. O. Chapman.

DIRECTORS.—Chas. I. Litchfield, O. E. Chapman, Chas. H. French, Chas. A. Stone, W. C. Forbes, Henry W. Barnes, E. J. B. Huntoon.

GENERAL OFFICE, Plymouth, Mass.

REFERENCE.—Increase of stock, Vol. IX, June, '93, p. 418.

Date of information, Dec., 1899. b

Plymouth & Sandwich Street Railway Co.—This company placed its road in operation May 28th, 1899.

CAPITAL STOCK, authorized, $60,000, issued, $25,000.

OPERATION.—Period from May 28 to Sept. 30, 1899.

Total receipts.....	$4,130
Operating expenses.....	3,009
Earnings from operation.....	1,121
Deductions from earnings.	
Interest on floating debt.....	245
Taxes.....	395
Net income.....	481

STATISTICS OF TRAFFIC.

Period from May 28 to Sept. 30, 1899.

Revenue passengers carried.....	43,775
Car miles run.....	17,755

BALANCE SHEET.—Dated Sept. 30, 1899.

Assets.		Liabilities.	
Cost of road.....	$31,095	Capital stock.....	$25,000
" equipment.....	3,804	Unfunded debt.....	12,394
Cash.....	2,976	Profit and loss (surplus)...	481
Total.....	$37,875	Total.....	$37,875

PLANT AND EQUIPMENT.—Miles of track (electric), 4.6; gauge, 4 ft. 8½ in.; 2 motor cars.

OFFICERS.—Pres. Horace B. Taylor, Sec. Wm. H. Hawley, Treas. Wm. H. Brine, Supt. B. F. Sherburne.

DIRECTORS.—H. B. Taylor, Wm. H. Brine, Thos. E. Cornish, Wm. H. Hawley, D. E. Damon, Wm. B. Arnold, Thos. Arnold.

GENERAL OFFICE, 235 Franklin St., Boston, Mass.

Date of information, Oct., 1899. b

POINT PLEASANT, N. J.

Bay Head & Point Pleasant Street Railroad Co.—Chartered in 1896 as the successor to the South Jersey Street Ry. Co., whose property was sold under foreclosure of mortgage.

CAPITAL STOCK, issued, $100,000.

FUNDED DEBT, issued, $100,000.

OPERATION.—Year ending Dec. 31,

	1896.	1897.	1898.
Gross receipts.....	$3,818	$4,072	$3,954
Operating expenses.....	3,900	5,779	3,925
Deficit from operation.....	82	1,707	29

PLANT AND EQUIPMENT —Miles of track, 4; gauge, 4 ft. 8½ in., 56 lb. and 90 lb. T and girder rail; 5 motor cars; Ball & Wood engines, West. dynamos and motors, L. & F. cars.

OFFICERS.—Pres. Q. N. Evans, V. Pres. J. A. Almirall, Sec. & Treas. W. C. Adams, Supt. T. P. Turner.

GENERAL OFFICE, Point Pleasant, N. J., President's office, 44 Dey St., New York City.

Date of information, May, 1899. b c

PORT ARTHUR, ONT.

Population in 1899, 3,000.

Town of Port Arthur Electric Railway & Light.—This road runs to Fort William and is owned and operated by the Town of Port Arthur.

CAPITAL STOCK, $115,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 40 lb. and 50 lb. T rail; 4 cars, of which 2 are motor cars and 2 trail cars; 150 H. P. Wheelock com. condensing engine, Gen. Elec. dynamos, West motors, Ahearn & Soper cars.

OFFICERS.—Chairman of the Electric Railway and Light Commissioners, Elecn. & Pur. Agt. W. P. Cooke, Sec. & Treas. James Mc Teigue, Ch. Engr. A. M. Gill.

P. O. Address Box 261, Port Arthur, Ont.

REFERENCE.—Description of road, Vol. XI, Souv., '95, p. 49 (ill.).

Date of information, Feb., 1900. x

PORT CHESTER, N. Y.

Population in 1880, 3,254, in 1890, 5,274.

Port Chester Street Railway Co.—Chartered July 14, 1896; municipal franchise granted Dec. 1, 1896. This road commenced operation July 12, 1898.

CAPITAL STOCK, authorized and issued, $100,000,; par value $100 per share.

FUNDED DEBT.—Debenture 5 p. c. bonds, authorized, $100,000, issued, $80,000; dated 1897, due 1902; int. payable Jan. and July.

OPERATION.—Period from July 12 1898, to June 30, 1899.

Receipts from passengers.....	$18,490
" " other sources.....	25
Receipts total.....	18,515
Operating expenses.....	16,665
Earnings from operation.....	1,850
Deductions from earnings.	
Interest.....	688
Taxes.....	655
Net income.....	507
To surplus account.....	507

OPERATION EXPENSES.

Period from July 12, 1898 to June 30, 1899.

General expenses.....	$ 1,633
Transportation expenses.....	13,256
Maintenance of way and buildings.....	1,203
" " equipment.....	573
Total.....	$16,665

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Period from July 12, 1898 to June 30, 1899.

Revenue passengers carried	372,658
Transfer " "	54,173
Car miles run	105,200
Total receipts per car mile	$.175
Operating expenses per car mile	.158

BALANCE SHEET.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road and equip't	$206,548	Capital stock	$100,000
Cash	9,309	Funded debt	80,000
Current assets	690	Loans	35,513
Materials and supplies	3,541	Current liabilities	4,068
		Profit and loss (surplus)	507
Total	$220,088	Total	$220,088

PLANT AND EQUIPMENT.—Miles of track, 5.9; 70 lb. rail; 9 motor cars; Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. John Fritz, V. Pres. Chas. H. Cummings, Sec. & Treas. David J. Pearsall, Supt. D. E. Cummings.

DIRECTORS.—John Fritz, Bethlehem, Pa.; David J. Pearsall, Chas. H. Cummings, Arthur J. Wood, William J. Clark, Chas. T. Hughes, Theodore Beran, Horatio N. Powers, John C. Bennett, Chas. E. Estabrook, New York City; Israel A. Kelsey, West Haven, Conn.

GENERAL OFFICE, Port Chester, N. Y.

Date of information, Dec., 1899. b

PORT HURON, MICH.

Population in 1880, 8,883, in 1890, 13,543, in 1894, 18,140.

City Electric Railway Co.—Chartered and municipal franchise granted in May, 1892. New franchise granted Mar. 1, 1899 for 30 years. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $200,000, issued, $155,000, in treasury $45,000; dated Mar. 1, 1893, due 1913, but subject to call at 105 after Mar. 1, 1903; denom. $1,000; int. payable Mar. and Sept., at office of Hanover National Bank, of New York; trustee of mortgage, Union Trust Co., of Detroit.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass	$45,141	$47,446	$46,250	$46,738	$57,455
" other sources	7,707	5,054	6,315	8,514	7,935
" total	52,848	52,500	52,565	55,252	65,390
Operating exp. and taxes	34,771	38,855	37,537	37,999	37,176
Earns. from operation	18,077	13,645	15,028	17,253	28,214
Deductions from earnings.					
Int. on bonds				3,427	8,280
" " floating debt				8,079	2,570
Net income				5,748	17,364
P.c.op.exp.to total recpts.	65.9	74.2	71.4	68.8	56.8

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 45 lb. to 72 lb. T and 85 lb. grooved rail; 38 cars, of which 28 are motor cars and 10 trail cars; Gen. Elec. dynamos, Gen. Elec. and West motors, Ellis and St. Louis cars; rent power.

OFFICERS.—Pres. Albert Dixon, Sec. F. J. Dixon, Treas. W. L. Jenks, Gen. Man. H. A. Dixon.

DIRECTORS.—H. A. Dixon, A. Dixon, F. J. Dixon, W. L. Jenks.

GENERAL OFFICE, 917 Military St., Port Huron, Mich.

REFERENCE.—Description of road, Vol. XI, Souv.,'95, p. 49 (ill.).

Date of information, Feb., 1900. z

PORT JERVIS, N. Y.

Population of Port Jervis and suburbs in 1898 (local estimates), 12,000.

Port Jervis Electric Street Railway Co.—Chartered in May, 1897. Municipal franchise granted in Jan., 1897. Annual meeting last Thursday in Dec. This road commenced operation on Jan. 15, 1898. On Jan., 1899, a receiver for this property was appointed.

CAPITAL STOCK, authorized and issued, $70,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, coupon, but may be registered; authorized and issued $70,000; dated Jan. 1898, due 1918; denom. $100 and $1000; int. payable Jan. and July, at office of Manufacturers' Trust Co., of Brooklyn, trustee of mortgage.

Receivers certificates, $3,207.

OPERATION.—Period from Jan. 15 to June 30,

	1898.	Year end'g June 30, 1899.
Gross receipts	$6,474	$10,835
Operating expenses	5,088	10,483
Earnings from operation	1,386	352
Deductions from earnings.	1898.	1899.
Interest	205	3,588
Taxes		228
Net income	1,181	*3,464
Total surplus		*4,959

*Deficit.

OPERATING EXPENSES.

Period from Jan. 15 to June 30,	1898.	Year end'g June 30, 1899.
General expenses	$ 779	$ 1,404
Transportation expenses	3,859	7,196
Maintenance of way and buildings	294	1,039
" " equipment	156	844
Total	$5,088	$10,483

STATISTICS OF TRAFFIC.

Period from Jan. 15, to June 30,	1898.	Year end'g June 30, 1899.
Revenue passengers carried	152,392	240,847
Transfer " "		25,374
Car miles run	39,915	80,121
Total expenses per car mile	$.162	$.1352
Operating expenses per car mile	.127	.1308

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road and equipment	$140,155	$144,212
Cash	208	349
Current assets	1,905	1,532
Profit and loss (deficit)		4,959
Total	$142,268	$151,052

LIABILITIES.		
Capital stock	$ 70,000	$ 70,000
Funded debt	70,000	73,207
Current liabilities	1,087	7,845
Profit and loss (surp.)	1,181	
Total	$142,268	$151,052

PLANT AND EQUIPMENT.—Miles of track (electric), 4.4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars; Ball engines, Triumph dynamos, Gen. Elec. motors, Brill and Stephenson cars, Brill trucks.

OFFICERS.—Recr. C. J. Van Inwegen, Pres. W. P. Richardson, Goshen, N. Y.; V. Pres. & Gen. Man. C. J. Field, New York City; Sec. & Treas. J. W. Bissell, Port Jervis; Supt. J. P. Oakley.

DIRECTORS.—W. P. Richardson, C. J. Van Inwegen, J. W. Bissell, H. W. Merwin, H. Hasbrook, E. M. Stothers, T. L. Ten Eyck, A. F. Carnigei, J. S. Laing.

GENERAL OFFICE, Port Jervis, N. Y. New York office, 30 Broad St.

Date of information, Dec., 1899. b

PORTLAND, CONN.

Population in 1880, 4,157, in 1890, 4,687.

Portland Street Railway Co.—Chartered in July, 1893. This road is owned and operated by the Middletown Street Ry. Co., and all accounts for 1898 are included in that report.

CAPITAL STOCK, authorized, $100,000, issued, $60,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $75,000, issued, $30,000; due 1916; int. payable May and Nov.

OPERATION.—Included in report of Middletown Street Ry. Co., of Middletown, Conn. (which see).

PLANT AND EQUIPMENT.—Miles of track (electric), 2.75, gauge, 4 ft. 8½ in.; 2 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Chas. E. Graham, V. Pres. Oliver Gildersleeve, Sec. & Supt. E. W. Goss, Treas. A. E. Pond.

DIRECTORS.—Oliver Gildersleeve, Chas. E. Graham, A. E. Pond, Jas. J. Lawton, E. W. Goss.

GENERAL OFFICE, Portland, Conn.

Date of information, Dec., 1899. b z

PORTLAND, ME.

Population in 1880 33,810, in 1890, 36,425, in 1895, 40,000.

Portland Railroad Co.—Chartered Mar. 19, 1863, for 25 years. Municipal franchise granted 1888 for 50 years. This company operates the Ocean Street R. R. Co. Annual meeting third Wednesday in Aug. This company in 1898 purchased the property of the Portland & Cape Elizabeth Ry. Co.

Capital Stock, authorized, $1,000,000, issued, $999,318; par value, $100 per share.

Funded Debt—First mortgage 4½ p. c. gold coupon bonds, authorized and issued, $500,000; dated May 1, 1893, due 1913; denom. $1,000; int. payable May and Nov., at First National Bank of Portland; trustees of mortgage, Franklin R. Barrett and E. A. Noyes.

Please note date of information at end of each report.

Portland & Cape Elizabeth Railway Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, $400,000, issued, $400,000; dated Nov., 1895, due 1915; denom. $1,000; int. payable May and Nov. at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	*1899.
Receipts from pass...	$212,060	$247,566	$274,849	$300,237	$333,695
" other sources	8,160	3,859	2,008	1,889	2,170
" total	220,220	251,425	276,858	302,126	335,865
Operating expenses...	166,039	184,946	188,674	207,558	214,720
Earn. from operation..	54,181	66,478	88,184	94,568	121,145
Deductions from earns.					
Interest	8,623	20,856	22,500	22,500	25,833
Int. and dis. on funded debt and loans			4,272	2,565	
Taxes	4,544	4,489	5,579	6,454	4,079
Other deductions....				29,334	7,476
Net income.....	41,014	41,133	55,832	33,715	83,757
Dividends paid, 6 p.c..	18,000	18,000	20,883	29,658	29,709
To surplus account....	23,014	23,133	34,949	4,057	54,048
Total surplus account.	86,378	15,043	21,006	25,063	79,111

*Including the Portland & Cape Elizabeth Ry. from Mar. 1 to June 30, 1899.

Dividends paid, 6 p. c. each year since 1890.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Maint. of way and struct.	$ 11,046	$ 31,173	$ 23,399	$ 42,356	$ 34,535
Maint. of way and equip.	25,466	26,627	42,665	36,113	33,436
Conducting trans.....	121,139	117,192	101,377	106,984	123,477
General expenses.....	8,388	9,953	21,233	22,105	23,272
Total	$166,039	$184,946	$188,674	$207,558	$214,720

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried.....	4.575.133	4,982,809	5,444,897	6,129,440
Car miles run.....	818,096	972,327	1,155,854	1,369,323
Total receipts per car mile..	$.307	$.285	$.261	$.245
Operating exp. per car mile	.226	.194	.179	.156

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.....	$323,249	$473,913	$ 581,491	$ 581,491	$ 652,642
" equipment.	184,012	246,692	149,702	149,242	170,722
Real estate	132,702	182,297	338,824	342,724	351,064
Cash assets.....	76,415	4,047	6,533	11,048	97,502
Other assets.....		4,948	1,901	1,025	
Properties of the P. & C. E. Ry.					896,000
Total	$716,378	$911,897	$1,078,451	$1,085,530	$2,167,930
LIABILITIES.					
Capital stock.....	$300,000	$300,000	$ 493,967	$ 495,467	$ 999,318
Funded debt.....	330,000	500,000	500,000	500,000	900,000
Other liabilities ...		96,854	63,478	65,000	102,000
Pro. & loss (sur.) .	86,378	15,043	21,006	25,063	166,612
Total.....	$716,378	$911,897	$1,078,451	$1,085,530	$2,167,930

Plant and Equipment.—Miles of track (electric), 51.32; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T, tram and girder rail; 156 cars, of which 120 are motor cars and 36 trail cars; 2,050 H. P. power plant; Allis and Wheelock engines, Gen. Elec. dynamos and motors, Brill and Wason cars, Brill, Bemis, and Peckham trucks.

Officers.—Pres. W. R. Wood, Sec. Treas. Gen. Man. & Pur. Agt. E. A. Newman, Ch. Engr. of Power Station Wm. E. Knowlton, Elecn. John R. Blackhall.

Directors.—Wm. R. Wood, Chas. F. Libby, Wm. G. Davis, Wm. A. Wheeler, Payson Tucker, J. S. Ricker, A. Whitney.

General Office, 471 Congress St., Portland, Me.

References.—Annual report, Vol. X, Feb., '93, p. 146; Vol. XI, Mar., '95, p. 178; description of road, Vol. XII, Mar., '96, p. 149 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 152.

Date of information, Feb., 1900. b z

Portland & Cape Elizabeth Railway Co.—This company commenced operations in Dec., 1895. This road was purchased in 1898 by the Portland R. R. Co., and report from March 1, 1899, is included in their report (which see).

Capital Stock, authorized and issued, $450,000; par value, $100 per share.

Funded Debt.—See Portland R. R. Co.

Operation.—

	6¾ months ending June 30, 1896.	Year ending June 30, 1897.	Year ending June 30, 1898.	8 months ending March 1, 1899.
Gross receipts	$25,145	$59,015	$55,948	$50,166
Operating expenses.....	14,650	35,467	37,161	37,918
Earnings from operation	10,495	23,548	18,787	12,248
Deduction from earnings.				
Interest.....	6,250	15,019	17,500	9,735
Taxes.....		611	908	1,129
Net income.....	4,245	7,919	379	1,384
Dividends		6,750	4,500	
Surplus.....		1,169	*4,121	
Total surplus.....		5,705	1,584	2,968

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	8 months ending March 1, 1899.
General expenses	$4,262	$4,299	$5,404
Maintenance of way and buildings.....	1,483	4,437	3,341
" " equipment	2,246	3,123	3,467
Transportation expenses	27,477	25,302	25,706
Total	$35,467	$37,161	$37,918

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	8 months ending March 1. 1899.
Passengers carried.....	1,191,714	1,095,666	1,031,486
Car miles run.....	303,094	128,945	218,182
Total receipts per car mile.....	$.195	$.434	$.230
Operating expenses per car mile.....	.117	.228	.173

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	Feb. 28, 1899.
Cost of road and equipment.....	$750,000	$800,000	$855,245
Other permanent investments	57,060	21,677	39,972
Profit and loss (deficit).....			7,345
Total	$807,060	$821,677	$902,562
LIABILITIES.			
Capital stock	$450,000	$450,000	$450,000
Funded debt	350,000	350,000	400,000
Current liabilities.....	3,422	20,093	52,562
Profit and loss (surplus).....	3,638	1,584	
Total.....	$807,060	$821,677	$902,562

Plant and Equipment.—Included in report of Portland R. R. Co.

Officers.—Pres. E. A. Newman, Sec. & Treas. A. J. Houghton.

Directors.—E. A. Newman, W. R. Wood, W. G. Davis, J. S. Ricker, C. F. Libby.

Date of information, Feb., 1900. b z

Portland & Yarmouth Electric Railway Co.—This road runs from Portland and Deering through Falmouth and Cumberland to Yarmouth, and was operated by contractor from Aug. 2, 1898, to Jan. 1, 1899, and thereafter by the company.

Capital Stock, authorized and issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. bonds, authorized, $350,000; issued, $270,000; dated Mar. 1, 1899; due, 1919; denom. $1,000; int. payable Mar. and Sept.

Operation.—Period Aug. 2, 1898, to June 30, 1899.

Gross receipts	$27,477
Operating expenses.....	22,016
Earnings from operation.....	$5,461

STATISTICS OF TRAFFIC.

Period Aug. 2, 1898, to June 30, 1899.

Passengers carried.....	557,057
Car miles run.....	148,329

Balance Sheet.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road and equip..	$540,000	Capital stock.....	$300,000
Other perm. investments.	77,104	Funded debt.....	270,000
Cash	2,706	Current liabilities.....	42,749
Materials and supplies...	2,000	Accrued "	3,600
		Profit and loss (surplus).	5,461
Total.....	$621,810	Total.....	$621,810

Plant and Equipment.—Miles of track (electric), 13.42; 16 motor cars; Gen. Elec. dynamos and motors.

Please note date of information at end of each report.

Officers.—Pres. S. L. Larrabee, V. Pres. W. H. Milliken, Sec. & Treas. Henry P. Cox, Gen. Man. & Supt. Louis B. Wheildon.

Directors.—Seth L. Larrabee, Wm. H. Milliken, Edward B. Winslow, Louis B. Wheildon, Hutson B. Saunders, Henry P. Cox.

General Office, Portland, Me.

Date of information, Jan., 1900. b z

PORTLAND, ORE.

Population in 1880, 17,577, in 1890, 46,385, in 1895, 81,384.

Portland Railway Co.—This is the successor to the Portland Consolidated Street Ry. Co., which was sold under foreclosure of mortgage in Jan., 1896, to parties representing the second mortgage bondholders. The former company was a consolidation of the Multnomah Street Ry. Co., the Metropolitan Ry. Co., the Portland & Vancouver Ry. Co. and the Vancouver St. Ry. Co. The company also owns a ferry system across the Columbia River, with one acre of land on each side of the river for wharfage privileges.

Capital Stock.—Common stock, $700,000.

5 p. c. preferred stock, $100,000.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued (see Note); coupon, but may be registered; dated Feb. 1, 1896, due Jan. 1, 1916, but redeemable at par and accrued interest in 1906 and thereafter; denom. $250, $500 and $1,000; int. payable Jan. and July, at office of the Mercantile Trust Co., of New York.

Multnomah Street Ry. Co.'s first mortgage 6 p. c. gold bonds, $148,000; dated June 1, 1890, due 1910; int. payable June and Dec.

Portland & Vancouver Ry. Co.'s first mortgage 6 p. c. bonds, $100,000; dated 1889.

Note.—Of the first consolidated mortgage bonds, $552,000 are issued on account of the constructed and existing plant and equipment; $248,000 are held in escrow to retire the bonds of the Multnomah Street Ry. Co. and the Portland & Vancouver Ry. Co., and the remainder are to be issued only for new track equipped with improved motor power at a rate not exceeding $20,000 per mile.

Of the first consolidated mortgage bonds $2,457,000 are of $1,000 denomination and are called "Series A"; 30,000 are of $500 denomination, and are called "Series B"; and $13,000 are of $250 denomination and are called "Series C."

The property and franchises formerly acquired by the Portland Consolidated Street Ry. Co. from the Metropolitan Ry. Co., are not covered by the first consolidated mortgage bonds.

Franchises.—The charters and franchises give the company the right to build and operate railroads in Portland and vicinity, to carry freight and passengers and to condemn property in the counties surrounding Portland.

Operation.—The latest reports received are for the years ending

Dec. 31,	1893.	1894.	1895.
Receipts from passengers	$248,328	$170,748	$
" other sources	104	229	
" total	248,432	170,977	167,822
Operating expenses	163,380	129,289	129,022
Earnings from operation	85,053	41,688	38,800
Deductions from earnings.			
Interest on bonds	28,590		
Taxes	4,238		
Net income	52,225		
P. c. op. exp. to total rec	65.8	75.6	76.8

Balance Sheet.—Dated Dec. 31, 1895.

Assets.		Liabilities.	
Cost of road and equip	$1,448,224	Capital stock	$ 800,000
Cash	4,307	Funded debt	800,000
Other assets	186,469	Other indebtedness	39,000
Total	$1,639,000	Total	$1,639,000

Note.—No balance sheets for 1896-7-8 have been received.

Plant and Equipment.—Miles of track (electric), 32; gauge, 3 ft. 6 in. and 4 ft. 8½ in.; 40 lb. T rail; 3 horses, 79 cars, of which 74 are motor cars and 5 trail cars; Beck and Ball engines, West. and Gen. Elec. dynamos and motors, Brill, Pullman and Hand cars.

Officers.—Pres. O. F. Paxton, V. Pres. J. V. Beach, Sec. & Treas. J. F. Batchelder, Audr. H. Roe, Supt. J. E. Thielsen.

General Office, First and Washington Sts., Portland, Ore.

Reference.—Description of road, Vol. IX, May, '93, p. 301 (ill.).

Date of information, Feb., 1900. z

City & Suburban Railway Co.—Chartered June, 1891. This is a consolidation (1891), of the Transcontinental St. Ry. Co. and the Willamette Bridge Ry. Co. This company leases and operates the Metropolitan R. R.

Capital Stock, authorized, $1,000,000, issued, $753,300; par value, $100 per share.

Funded Debt.—Willamette Bridge Ry. Co.'s first mortgage 6 p. c. bonds, $100,000; dated Sept. 1, 1889, due 1919; denom. $100; int. payable Mar. and Sept., at office of American Loan & Trust Co. of Boston, trustee of mortgage.

Consolidated mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $843,000, in escrow (see Note), $100,000, in treasury, $47,000; dated Sept. 1, 1891, due 1916; int. payable Mar. and Sept., at office of Security Savings & Trust Co., of Portland, trustee of mortgage.

Note.—$100,000 of the consolidated mortgage bonds are held in escrow to retire the prior lien described.

Plant and Equipment.—Miles of track owned, 49; operated by electricity, 41; by steam, 8; leased, 8.75; total, 57.75; gauge, 3 ft. 6 in.; 30 lb. and 40 lb. T and girder rail; 72 cars, of which 60 are motor cars, and 12 trail cars; 7 steam motors; Baldwin engines, Gen. Elec. dynamos and motors, Pullman cars.

Officers.—Pres. T. Woodward, V. Pres. H. W. Corbett, Sec. Treas. & Elecn. C. F. Swigert, Gen. Man. & Supt. H. C. Campbell, Asst. Supts. E. G. McGaw, George P. Lumsden, Pur. Agt. James Caldwell, Ch. Engr. of Power Station H. Stipes.

Directors.—T. Woodward; H. W. Corbett, H. C. Campbell, C. A. Dolph, R. Mallory.

General Office, Portland, Ore.

Reference.—Description of road, Vol. IX, May, '93, p. 299 (ill.).

Date of information, Mar., 1900. z

East Side Railway Co.—Chartered in July, 1892, and controls the Mt. Tabor R. R. Co. The company went into receiver's hands before maturity of the first coupon on its bonds.

Capital Stock, authorized, $250,000, issued, $162,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; dated Mar. 1, 1893, due 1923; int. payable Mar. and Sept.; trustee of mortgage, Security Savings & Trust Co., of Portland.

Plant and Equipment.—Miles of track, 22; operated by electricity, 18; by steam, 4; gauge, 4 ft. 8½ in.; 30 lb. and 40 lb. T rail; 22 cars, of which 15 are motor cars and 7 trail cars; 2 steam motors; Baldwin engines, Gen. Elec. dynamos and motors.

Officers.—Receiver C. H. Prescott, Pres. & Gen. Man. G. A. Steel, V. Pres. & Treas. J. Steel, Sec. J. B. Cleland.

General Office, 134 First St., Portland, Ore.

Reference.—Description of road, Vol. IX, May, '93, p. 304 (ill.).

Date of information, Feb., 1899. x

Portland Traction Co.—Chartered 1894, as a successor to the Portland Cable Ry. Co. Annual meeting in March.

Capital Stock, authorized, $400,000, issued, $300,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track 6; operated by electricity 4, by cable, 2; gauge, 3 ft. 6 in.; 38 lb. girder rail; 24 cars, of which 7 are motor cars, 16 are grip cars and 1 trail car; Hamilton engines, Stockton cars.

Officers.—Pres. S. P. Smith, San Francisco; Sec. Frank L. Brown, San Francisco; Gen. Man. F. I. Fuller.

General Office, Chapman & Mill Sts., Portland, Ore.

Reference.—Description of road, Vol. IX, May, '93, p. 302 (ill.).

Date of information, Feb., 1900. z

City & West Portland Park Motor Co.—Chartered Apr. 4, 1889. It is stated that this road has not been in operation for over four years, but it is expected to start again in the summer of 1900.

Capital Stock. authorized, $100,000, issued, $65,000.

Funded Debt.—First mortgage 5 p. c., $100,000.

Plant and Equipment.—Miles of track, 6.5; operated by steam, 5.5, by electricity, 1; gauge, 4 ft. 8½ in.; 35 lb. and 40 lb. T rail; 17 cars, 2 steam motors; Gen. Elec. dynamos and motors.

Officers.—Pres. E. T. Johnson, V. Pres. Treas. Gen. Man. & Pur. Agt. T. A. Wood, Sec. W. H. Wood, Ch. Engr. J. K. Wood.

General Office, Room 24, A. O. U. W. Temple, Portland, Ore.

Reference.—Description of road, Vol. IX, May, '93, p. 305 (ill.).

Date of information, Jan., 1900. z

PORTSMOUTH, N. H.

Portsmouth, Kittery & York Street Railway Co.—This road commenced operation Aug. 12, 1897.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated 1897, due 1917; denom. $500 and $1,000; int. payable Mar. and Sept., at office of Waterville Trust Co., of Waterville, Me., trustee of mortgage.

OPERATION.—Period from Aug. 12, 1897, to

	June 30, 1898.	Year ending June 30, 1899.
Receipts from passengers	$41,061	$67,497
" other sources	265	3,415
" total	41,326	70,912
Operating expenses	23,943	31,951
Earnings from operation	17,383	38,961
Deductions from earnings.		
Interest		12,000
Insurance	2,345	799
Taxes		283
Net income	15,038	25,879
Dividends paid	5,245	19,020
Surplus	9,793	6,859
Total surplus		16,652

STATISTICS OF TRAFFIC.

Commenced Aug. 12, to	June 30, 1898.	Year end'g June 30, 1899.
Passengers carried	821,220	1,349,936
Car miles run		363,853
Total receipts per car mile		$.167
Operatlng expenses per car mile		.087

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.
Total permanent investments	$400,000	$400,000
Cash	13,793	20,652
Total	$413,793	420,652
LIABILITIES		
Capital stock	$200,000	$200,000
Funded debt	100,000	200,000
Accrued interest	4,000	4,000
Profit and loss (surplus)	9,793	16,652
Total	$413,793	$420,652

PLANT AND EQUIPMENT.—Miles of track (electric), 15.2; gauge, 4 ft. 8½ in.; 13 motor cars; Ball & Wood engines, Gen. Elec. dynamos, West. motors, Briggs cars, Peckham trucks.

OFFICERS.—Pres. & Gen. Man. Amos F. Gerald, Sec. Frank E. Rowell, Treas. I. C. Libby, Supt. W. G. Meloon, Ch. Engr. of Power Station C. W. Brown.

DIRECTORS.—A. F. Gerald, S. A. Nye, E. J. Lawrence, Fairfield, Me.; I. C. Libby, Waterville, Me.; Horace Mitchell, Kittery Point, Me.; W. H. Walker, York, Me.

GENERAL OFFICE, Portsmouth, N. H.

Date of information, Dec., 1899. z

PORTSMOUTH, O.

Population in 1880, 11,321, in 1890, 12,387, in 1894 (local estimates), 17,000, in 1895 (local estimate), 20,000.

Portsmouth Street Railroad & Light Co.—Chartered July, 1893, for 25 years, from Sept. 21, 1892, to operate an electric street railway and furnish electric light, heat and power in Scioto County.

CAPITAL STOCK, $125,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $83,000; dated July 1, 1893. due 1913; denom. $1,000; int. payable Jan. and July, at office of New York Security & Trust Co., of New York; trustee of mortgage, Chas. L. Fairchild, of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 45 lb. and 48 lb. girder and T rail; 18 cars, of which 10 are motor cars and 8 trail cars; Ball & Wood and Buckeye engines, West. dynamos and motors, St. Louis and Brill cars.

OFFICERS.—Pres. Levi D. York, V. Pres. R. D. York, Sec. Treas. & Gen. Man. S. B. Timmonds, Supt. & Elecn. S. P. Baird, Ch. Engr. J. Weimer.

DIRECTORS.—Floyd L. Smith, Levi D. York, S. P. Baird, H. S. Grimes, S. B. Timmonds, Anselm I. Holcomb.

GENERAL OFFICE, Portsmouth, O.

Date of information, Feb., 1900. x

PORTSMOUTH, VA.

Population in 1880, 11,390, in 1890, 12,268, in 1895, 20,000.

Portsmouth Street Railway Co.—Chartered in 1887, in perpetuity.

CAPITAL STOCK, authorized, $200,000, issued, $50,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $230,000; due Jan., 1926; trustee of mortgage, Union Trust Co., of Philadelphia, Pa.

FRANCHISES.—Municipal franchises expire in Dec., 1918.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 30 lb. and 57 lb. side bearing rail; 17 cars, of which 15 are motor cars and 2 trail cars; West. dynamos and motors; Jackson & Sharp cars.

OFFICERS.—Pres. & Gen. Man. H. G. Williams, Treas. M. H. Leonard, Supt. & Pur. Agt. Louis Mountnay, Elecn. E. B. Devine.

DIRECTORS.—Wm. Whitmer, Philadelphia, Pa.; W. C. Wilson, J. W. Beecher, Daniel Decheet, Pottsville, Pa.; Franklin Himilberger, Myerstown, Pa.

GENERAL OFFICE, Queen and Water Sts., Portsmouth, Va.

REFERENCE.—Annual report, Vol. X, Feb., '94, p. 146.

Date of information, Feb., 1900. x

POTTSTOWN, PA.

Population in 1880, 5,305, in 1890, 13,285.

Pottstown Passenger Railway Co.—Chartered July 3, 1890. Commenced operation June 15, 1893. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $100,000. issued, $62,000.

FUNDED DEBT, authorized, $75,000, issued, $45,000.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$19,830	$22,291	$16,474	$14,478	$17,163
Operating expenses	16,637	25,183	23,230	19,847	21,719
Earnings from operation	3,193	*2,892	*6,756	*5,369	*4,556
Deductions from earnings.					
Interest				1,115	725
Taxes			752	627	423
Rentals			544		
Net income			*8 052	*7,111	*5,704

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$ 57,915	$125,596	$127,627	$127,627	$127,627
" equipment	29,259	29,594	29,647	29,509	29,474
Real estate	58,641				
Other assets	5,872	368	4	5	617
Profit & loss (deficit)	5,505	8,918	16,969	24,081	29,785
Total	$157,191	$164,477	$174,247	$181,222	$187,506
LIABILITIES.					
Capital stock	$ 60,000	$ 62,000	$ 62,000	$ 62,000	$ 62,000
Funded debt	19,000	39,500	43,500	44,500	45,000
Floating debt	72,700	57,300		64,280	64,980
Bills payable	4,915	3,994			
Other liabilities	576	1,683	68,746	10,442	15,526
Total	$157,191	$164,477	$174,247	$181,222	$187,506

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 48 lb. and 66 lb. T and girder rail; 14 cars, of which 10 are motor cars and 4 trail cars; Ball engines, West. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. Geo. N. Malsberger, Sec. Treas. & Man. S. H. Fridy, Supt. Geo. H. Miller.

DIRECTORS.—Geo. N. Malsberger, C. Fegely, J. A. Healy, J. C. Sotter, S. H. Fridy.

REFERENCE.—Description of park (brief.), Vol. XII, July, '96, p. 40.

Date of information, Feb., 1900. b z

Ringing Rocks Electric Railway Co.—Chartered Sept. 1, 1893. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $100,000, issued, $50,000.

FUNDED DEBT, authorized and issued, $54,000.

OPERATION.—Year ending June 30.

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$8,618	$10,360	$6,635	$4,837	$5,503
" other sources	1,388	2,354	2,019	670	415
" total	10,006	12,714	8,654	5,507	5,918
Operating expenses	11,263	6,208	6,267	7,557	6,397
Earnings from operation	*$1,257	$6,506	$2,387	*2,050	*479
Taxes					211
Interest					1,620
Net income					*2,310

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$ 31,017	$ 74,646	$ 77,258	$ 77,384	$ 77,391
" equipment	39,926	36,613	36,664	37,338	37,338
Real estate and build'gs	31,924				
Material on hand	1,000	2,747	4,500		
Cash		779	1,383		
Profit and loss (deficit).				8,278	15,071
Total	$103,867	$114,785	$119,785	$123,000	$129,800

Please note date of information at end of each report.

LIABILITIES.	1895.	1896.	1897.	1898.	1899.
Capital stock.....	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt.....		54,000	54,000	54,000	54,000
Unfunded debt.....	47,500			11,500	16,000
Other liabilities.....	5,000	4,000	7,935		
Interest.....		1,292	2,070	7,500	9,800
Profit and loss (surplus)	1,367	5,493	5,780		
Total.....	$103,867	$114,785	$119,785	$123,000	$129,800

PLANT AND EQUIPMENT.—Miles of track (electric), 4.1; gauge, 4 ft. 8½ in.; 48 lb. and 70 lb. T and girder rail; 10 cars, of which 5 are motor cars and 5 trail cars; Green engines, Siemens & Halske dynamos, Baxter motors. St. Louis cars.

OFFICERS.—Pres. M. R. Davidheiser, V. Pres. Theo. B. Miller. Sec. & Gen. Man. Frank S. Brant, Treas. A. K. Shaner, Supt. Wm. H. Wiand, Elecn. Nathan Straub.

DIRECTORS.—Frank S. Brant, W. H. Saylor, H. G. Rahn, M. R. Davidheiser, G. C. Hollenbach, A. K. Shaner, A. Hartenstine, Theo. B. Miller, R. E. Shaner.

GENERAL OFFICE, 156 High St., Pottstown, Pa.

REFERENCE.—Pleasure park, Vol. XIII, May, '97; p. 290.

Date of information, Feb., 1900. b x z

POTTSVILLE, PA.

Population in 1880, 13,253, in 1890, 14,117, in 1895 (estimated), 22,000.

Pottsville Union Traction Co.—Perpetual charter granted May 15, 1899. Annual meeting second Monday in Jan. This company owns a controlling interest in the capital stock of the following companies:

Schuylkill Electric Ry. Co.
Pottsville & Reading Ry. Co.
Tamaqua & Pottsville Electric R. R. Co.
Schuylkill Haven & Orwigsburg Street Ry. Co.
People's Ry. Co. of Pottsville.
Coal Castle Electric Ry. Co.

This company operates a system which connects Pottsville with Minersville, Schuylkill Haven, Cressona, Mt. Carbon, Yorkville, Palo Alto, Port Carbon, St. Clair, Adamsdale and Orwigsburg—all mining and manufacturing settlements—and Tumbling Run, a famous summer resort.

CAPITAL STOCK, authorized and issued, $1,250,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,250,000; issued, $1,000,000; in treasury, $250,000 (see Note); dated Sept. 1, 1899, due 1929; denom. $500 and $1,000; int. payable at office of The Real Estate Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—$750,000 of the $1,000,000 issued of these bonds are held by trustee to retire all underlying liens of the constituent companies (which see for description); $250,000 held in treasury can only be issued for extension and equipment in mileage.

OPERATION.—Of this system as previously reported under the Schuylkill Electric Ry. for the years ending June 30,

	1897.	1898.	1899.
Receipts from passengers.....	$93,678	$108,949	$121,339
" other sources.....	315	689	5,771
" total.....	93,993	109,638	127,110
Operating expenses.....	71,278	67,814	65,147
Earnings from operation.....	22,715	41,824	61,963
Deductions from earnings.			
Taxes.....	2,989	3,872	298
Interest on funded debt.....	30,000	30,000	15,000
Rentals.....	16,455	19.450	24,075
Other expenses.....	8,190	5,275	2,603
Net income.....	*$34,919	*$16,773	$19,987

* Deficit.

BALANCE SHEET.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road.....	$1,157,557	Capital stock.....	$ 650,000
Cash.....	309	Funded debt.....	500,000
Current assets.....	4,934	Interest.....	66,000
Materials and supplies.	5,009	Rentals.....	1,500
Profit and loss (deficit).	49,691		
Total.....	$1,217,500	Total.....	$1,217,500

PLANT AND EQUIPMENT.—Miles of track (electric), 39.3; gauge, 4 ft. 8½ in.; 60 lb. T and 76 lb. girder rail; 50 cars, of which 43 are motor cars and 7 trail cars; 1 snow plow and 1 snow sweeper; Frick engines, Walker dynamos, Gen. Elec. and Walker motors, Brill, Pullman and Jackson & Sharp cars, Brill, Peckham, McGuire, Dorner & Dutton and Taylor trucks.

OFFICERS.—Pres. Clarence P. King, V. Pres. Thomas B. Prosser, Sec. W. C. Pollock, Jr., Treas. Joseph B. Hoellman, Supt. D. J. Duncan.

DIRECTORS.—R.C. Luther, F. H. Treat, William F. North, Thomas B. Prosser, H. H. Pearson, Jr., Wm. C. Pollock, Jr., Berkeley Taylor, M. S. Collingwood, Sheldon P. Ritter.

GENERAL OFFICE, Pottsville, Pa., Pres. Office, 721 Walnut St., Philadelphia, Pa.

Date of information, Mar., 1900. z

Schuylkill Electric Railway Co.—Chartered Oct. 5, 1889, for 99 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized and issued, $650,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $500,000; dated Feb. 1, 1895, due 1925; denom. $500 and $1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—The mortgage deed of the first mortgage bonds provides that after Feb. 1, 1900, $5,000 per annum shall be passed to a sinking fund for the retirement of bonds.

FRANCHISES.—The company's franchises are perpetual.

OFFICERS.—Pres. Clarence P. King, V. Pres. T. B. Prosser, Sec, Wm. C. Pollock, Jr., Treas. J. B. Hoellman.

Date of information, Mar., 1900. z

Pottsville & Reading Railway Co.—Chartered May 5, 1892, for 999 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, $100,000, issued, $56,600; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000; coupon. but may be registered; dated Feb. 1, 1895, due 1925; denom. $1,000; int. payable in Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

FRANCHISES.—The company's franchises are for 999 years.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 60 lb. and 78 lb. rail.

OFFICERS.—Pres. F. H. Treat, Sec. & Treas. W. C. Pollock, Jr.

Date of information, Mar., 1900. z

Tamaqua & Pottsville Electric Railroad.—Chartered May 5, 1892, for 999 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, issued, $60,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $250,000; issued, $60,000; coupon, but may be registered; dated Jan. 15, 1895, due 1925; denom. $500 and $1,000; int. payable in Jan. and July, at office of Columbia Avenue Saving Fund, Safe Deposit, Title & Trust Co., of Philadelphia, trustee of mortgage.

FRANCHISES.—The company's franchises are for 999 years.

OFFICERS.—Pres. Thomas B. Prosser, Sec. & Treas. Wm. C. Pollock, Jr.

REFERENCE.—Mortgage, Vol. XI, Mar., '95, p. 183.

Date of information, Mar., 1900. z

People's Railway Co. of Pottsville.—This road is leased to the Pottsville Union Traction Co. for 35 years.

OFFICERS.—Pres. R. C. Luther, Sec. W. D. Pollard.

Date of information, Mar., 1900. z

Schuylkill Haven & Orwigsburg Electric Railway Co.—Chartered Mar. 4, 1898, for 999 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, $60,000; issued, $30,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $60,000; denom. $1,000; dated May 1, 1898, due 1928; int. payable May and Nov. at office of the Real Estate Trust Co., of Philadelphia, trustee of mortgage.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.

Date of information Mar., 1900. z

Coal Castle Electric Railway Co.—Chartered Mar. 10, 1899, for 99 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, $30,000; issued, $15,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $30,000; dated June 1, 1899, due 1929; denom. $1,000; int. payable June and Dec. at office of the Real Estate Trust Co., of Philadelphia, trustee of mortgage.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.

Date of information, Mar., 1900. z

POUGHKEEPSIE, N. Y.

Population in 1880, 20,207, in 1890, 22,206.

Poughkeepsie City & Wappingers Falls Electric Railway Co.—Chartered Mar., 1894, as a consolidation of the City R. R. Co., the South Avenue Surface R. R. Co. and the Poughkeepsie & Wappingers Falls Street Surface Ry. Co. Annual meeting second Monday in January.

CAPITAL STOCK, authorized and issued, $750,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $358,000; coupon, but may be registered; dated July 1, 1894, due 1925; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co. of New York, trustee of mortgage.

OPERATION.—Year ending June 30,	1896.	1897.	1898.
Receipts from passengers	$91,813	$85,288	$
" other sources	479	11	
" total	92,292	85,300	84,998
Operating expenses	58,356	47,965	49,540
Earnings from operation	33,936	37,335	35,458
Deductions from earnings.	1896.	1897.	1898.
Taxes	2,567	3,668	4,940
Interest on funded debt	36,650	9,800	17,900
" " floating debt		8,300	
Rentals	80		
Net income	*5,361	15,567	12,618
Dividends		15,000	15,000
Surplus		567	*2,362
Total surplus account	6,357	3,487	1,106

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.
General expenses	$ 7,328	$ 6,286	$ 7,485
Transportation expenses	44,065	38,063	37,391
Maintenance of way and buildings	268	370	1,356
" " equipment	6,696	3,246	3,308
Total	$58,356	$47,965	$49,540

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.
Passengers carried	1,829,022	1,705,765	1,699,763
Car miles run	550,108	508,717	509,203
Total receipts per car mile	$.168	$.168	$.167
Operating expenses per car mile	.106	.094	.097

BALANCE SHEET.—Dated June 30.

ASSETS.	1896.	1897.	1898.
Cost of road and equipment	$1,107,379	$1,107,513	$1,107,513
Real estate	2,555	2,555	2.555
Cash	6,511	7,145	4,763
Total	$1,116,446	$1,117,212	$1,114,831
LIABILITIES.			
Capital stock	$ 750,000	$ 750,000	$ 750,000
Funded debt	196,000	196,000	358,000
Interest	5,525	5,725	5,725
Loans	150,000	150,000	
Mortgage on real estate	12,000	12,000	
Profit and loss (surplus)	2,921	3,487	1,106
Total	$1,116,446	$1,117,212	$1,114,831

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 65 lb. and 90 lb. T and girder rail; 21 motor cars; Ball & Wood engines; Gen. Elec. dynamos and motors; American cars.

OFFICERS.—Pres. J. W. Hinkley. Sec. & Treas. Silas Hinkley, Supt. C. M. Davis, Ch. Engr. G. S. Smith.

DIRECTORS.—J. W. Hinkley, Frank B. Lown, W. H. Wood, Silas Hinkley, W. K. Roy, Wm. Boyle, J. W. Hinkley, Jr., W. H. Reese.

GENERAL OFFICE, 489–493 Main St., Poughkeepsie. Treasurer's office, 23 Nassau St., New York.

REFERENCE.—Description of road, Vol. X, Nov., '94, p. 726 (ill.).

Date of information, July, 1898. b d

PROVIDENCE, R. I.

Population in 1880, 104,857, in 1890, 132,146, in 1897 (local estimates), 154,000.

United Traction & Electric Co.—Chartered 1893, under the laws of the State of New Jersey. This company controls by ownership of stock the entire street railway system of Providence, North Providence, East Providence, Cranston, Johnston, Warwick and Coventry, and nearly all the street railways of Pawtucket, Lincoln and Cumberland. It is not an operating company.

Capital Stock, authorized and issued, $8,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $9,000,000, issued, $8,247,000; coupon, but may be registered; dated Mar. 1, 1893, due 1933; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

Note.—The above issue of bonds is secured by a first mortgage on the following properties, which comprise the entire assets of the company:

87,000 shares of the Union R. R. Co. of Providence (The Union R. R. Co. owns 2,998 out of 3,000 shares of the capital stock of the Providence Cable Tramway Co.).

The entire capital stock ($500,000) of the Pawtucket Street Ry. Co

All the stock of the Union R. R. Co. and of the Providence Cable Tramway Co. which may be hereafter acquired by the company is to be covered by the mortgage.

3,618 shares (par value, $100) out of 4,000 shares of the capital stock of the Pawtuxet Valley Electric Street Ry. Co.

All of the first mortgage bonds of the Union R. R. Co.

$150,800 out of $198,000 of the first mortgage bonds of the Pawtuxet Valley Electric Street Ry. Co.

The present issue of bonds ($8,000,000) is practically a direct first mortgage on 115 miles of street railway track, including the existing lines and mileage of the Union R. R. Co., the Pawtucket Street Ry. Co., the Providence Cable Tramway Co. and the Pawtuxet Valley Electric Street Ry. Co. The trust deed provides that the unissued bonds ($1,000,000) may be issued for new construction, within a radius of 18 miles from the City Hall in Providence, to an amount not exceeding the actual cost of such new construction, and at a rate in no event exceeding $12,000 per mile of track. In accordance with this provision $247,000 has been issued to cover new mileage.

Operation.—Combined report of the Union R. R. Co., the Providence Cable Tramway Co., the Pawtucket Street Ry. Co. and the Pawtuxet Valley Electric St. Ry. Co.

Year ending June 30,	1895.	1896.	1897.	*1898.	1899.
Rects from pass.	$1,507,055	$1,691,903	$1,673,981	$1,714,262	$1,874,516
" other sources	3,716	1,030	11,794	18,162	23,588
" total	1,510,771	1,692,933	1,685,775	1,732,424	1,898,104
Oper'g expenses.	828,710	984,738	1,015,829	894,822	999,205
Earn. from oper'n	682,061	708,195	669,946	837,602	898,899
Deduc. fr'm earn. Int. charges & taxes	48,987	52,189	56,814	76,457	115,851
Net income	633,074	656,006	633,132	761,127	783,048
P. c. op. exp. to total receipts	54.9	58.2	60.3	51.6	52.6

*These figures are taken from the report furnished to the Board of R. R. Commissioners, but there is a discrepancy of $20,000 in the net income of the Union R. R. Co.

Officers.—Pres. Nelson W. Aldrich, V. Pres. Marsden J. Perry, Treas. Cornelius S. Sweetland.

General Office, Providence, R. I.

Date of information, Feb., 1900. b z

Union Railroad Co.—Chartered Feb. 2, 1865. This company leases and operates the Providence Cable Tramway Co.

Capital Stock, authorized and issued, $8,700,000; par value, $100 per share. The entire capital stock is owned by the United Traction & Electric Co. (which see), and is held in trust to secure the latter's bond issue.

Funded Debt.—First mortgage bonds, authorized and issued, $25,000; all owned by the United Traction & Electric Co. (which see), and all held in trust to secure the latter's bond issue.

Year ending June 30,	1895.	1896.	*1897.	1898.	1899.
Rcpts. from pass.	$1,336,647	$1,563,873	$1,547,007	$1,581,322	$1,689,231
" other sources.	3,600	1,030	11,794	18,162	23,588
" total	1,340,247	1,564,903	1,558,801	1,599,484	1,712,819
Opera'g expenses	703,612	888,943	913,210	807,145	873,446
Earn. from oper'n	636,635	675,960	645,591	796,233	839,373
Deduct. fr'm earn					
Int. charges			13		
Taxes	343,786	49,882	54,068	73,508	100,529
Net income	592,849	626,078	*611,510	718,831	738,834
Dividends paid			304,500	652,500	696,000
To surplus acct			307,010	66,330	42,834
Total surplus acct.	1,259,952		307,010	373,340	416,174
P. c. op. exp. to total receipts	52.5	56.8	58.6	50.5	50.9
P. c. divid's paid.			3.5	7.5	8.

*These figures are taken from the report furnished to the Board of R. R. Commissioners, there being a discrepancy of $20,000, due undoubtedly to a typographical error, but the totals do not prove as the figures are printed.

Please note date of information at end of each report.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.	$1,551,921	$7,186,358	$7,291,249	$7,321,151	$7,521,565
" equip	1,440,589				
Other assets.	1,538,714	1,649,750	1,868,133	1,943,939	1,801,670
Total...	$4,531,223	$8,836,108	$9,156,383	$9,265,090	$9,323,235
LIABILITIES.					
Capital stk..	$2,000,000	$8,700,000	$8,700,000	$8,700,000	$8,700,000
Funded debt.	25,000	25,000	25,000	25,000	25,000
Floating debt	1,246,271	111,108	127,373	166,750	182,051
Profit and loss (surplus)..	1,259,952		307,010	373,340	416,184
Total...	$4,531,223	$8,836,108	$8,159,383	$9,265,090	$9,323,235

Plant and Equipment.—Miles of track owned, 109.13, leased, 3.4, total track (electric), 112.53; gauge, 4 ft. 8½ in.; 48 lb. to 90 lb. T and girder rail; 453 cars, of which 395 are motor cars and 78 other cars; Providence engines, Gen. Elec. dynamos and motors, Jones and Newburyport cars.

Officers.—Pres. Nelson W. Aldrich, V. Pres. C. H. Perkins, Sec. H. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. & Pur. Agt. A. T. Potter, Ch. Engr. G. C. Tingley, Elecn. W. D. Wright, Ch. Engr. of Power Station M. H. Bronsdon.

Directors.—Nelson W. Aldrich, B. A. Jackson, C. H. Perkins, G. W. R. Matteson, Arthur H. Watson.

General Office, 32 Westminster St., Providence, R. I.

References.—Description of road, Vol. VII, May, '91, p. 227 (ill.); stock report, Vol. IX, Mar., '93, p. 198; notes, Vol. VII, July, '91, p. 371 (ill.); description of road (brief), Vol. XII. Oct. '96, p. 607.

Date of information, Feb., 1900. b z

Providence Cable Tramway Co.—Chartered July 24, 1884. This property was leased on Jan. 1, 1895, to the Union R. R. Co.

Capital Stock, authorized, $400,000, issued, $300,000; par value, $100 per share. $299,800 of the capital stock is owned by the Union R. R. Co. and forms part of the assets of the United Traction & Electric Co. (which see).

Operation.—The reports of operation for the year ending June 30, 1896, and following years, are included in the report of the Union R. R. Co.

Year ending June 30,	1892.	1893.	1894.	1895.
Gross receipts (passengers)...	$146,394	$152,211	$142,641	$68,264
Operating expenses.....	121,779	123,127	106,444	38,354
Earnings from operation.....	24,615	29,084	36,197	29,910
Deductions from earnings.				
Interest charges.....	1,543	83		
Taxes.....	2,375	2,000	3,351	3,131
Other expenditures.....	4,946			
Net income.....	15,751	27,000	32,846	26,779
Total surplus account.....	34,251	61,251	94,097	120,876
P. c. op. exp. to total receipts.	83.6	80.9	71.1	56.2

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.	$179,231	$298,106	$298,106	$298,106	$298,106
" equip.	118,876				
Other assets.....	123,070	123,070	150,070	150,010	150,010
Total	$421,176	$421,176	$448,176	$448,116	$448,116
LIABILITIES.					
Capital stock.....	$300,000	$300,000	$300,000	$300,000	$300,000
Floating debt.....	300	300	300	240	240
Profit & loss (surp).	120,876	120,876	147,876	147,876	147,876
Total.....	$421,176	$421,176	$448,176	$448,116	$448,116

Plant and Equipment.—(See Union R. R. Co.)

Officers.—Pres. Nelson W. Aldrich, Sec. H. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. & Pur. Agt. A. T. Potter.

Directors.—Nelson W. Aldrich, B. A. Jackson, C. H. Perkins, G. W. R. Matteson, Arthur H. Watson.

General Office, 32 Westminster St.

References.—Description of road, Vol. VI, Mar., '90, p. 117; notes, Vol. VI, Aug., '90, p. 401.

Date of information, Feb., 1900. b z

Pawtucket Street Railway Co.—Chartered July 18, 1885.

Capital Stock, authorized and issued, $500,000; par value, $100 per share. The entire capital stock is owned by the United Traction & Electric Co. and is held in trust to secure the latter's bond issue.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts.....	$102,260	$128,030	$126,974	$132,940	$142,351
Operating expenses....	86,744	95,795	102,619	87,677	94,030
Earnings from oper'n...	15,516	32,235	24,355	45,263	48,321
Deduct. from earnings.					
Taxes.....	2,070	2,307	2,733	2,967	5,228
Net income.....	13,446	29,928	21,623	42,296	43,093
Dividends paid, 4 p. c...			20,000		40,000
Surplus.....			1,623	42,296	3,093
Total surplus.....			21,074	63,370	66,463
Per cent. op.exp. to total receipts	84.9	75.0	80.8	65.9	66.0

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road....	$352,043	$532,795	$535.283	$536,691	$538,120
" equip....	127,474				
Other assets.....	29,470	45,002	45,005	31,251	48,943
Total.....	$508,987	$577,797	$580,288	$567,942	$587,063
LIABILITIES.					
Capital stock	$200,000	$500,000	$500,000	$500,000	$500,000
Floating debt.....	295,541	58,346	59,214	4,575	20,600
Profit and loss (surplus).....	13,446	19,451	21,074	63,367	66,463
Total.....	$508,987	$577,797	$580,288	$567,942	$587,063

Plant and Equipment.—Miles of track (electric), 19.72; gauge, 4 ft.; 54 lb. and 60 lb. Prov. girder and T rail; 51 cars, of which 46 are motor cars and 5 other cars; Gen. Elec. dynamos and motors.

Officers.—Pres. Nelson W. Aldrich, V. Pres. L. B. Goff, Sec. H. V. A. Joslin. Treas. C. A. Babcock, Gen. Man. & Pur. Agt. A. T. Potter, Supt. C. F. Luther.

Directors.—Nelson W. Aldrich, A. T. Potter, Chas. H. Perkins, Providence; L. B. Goff, Darius L. Goff, E. N. Littlefield, Pawtucket, R. I.

General Office, 32 Westminster St., Providence, R. I.

Date of information, Feb., 1900. b z

Pawtuxet Valley Electric Street Railway Co.—Chartered July 23, 1893.

Capital Stock, authorized and issued, $400,000; par value, $100 per share. $361,800 of this stock is owned by the United Traction & Electric Co., and forms part of the security for its bond issue.

Funded Debt.—First mortgage bonds, $198,000. $150,800 are owned by the United Traction & Electric Co., and form part of the security for its bond issue.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts.....	$21,605	$27,851	$28,361	$28,031	42,934
Operating expenses.....	17,021	21,795	22,609	26,028	31,729
Earnings from operation.	4,584	6,056	5,752	2,003	11,195
Deductions from earnings.					
Interest charges.....	2,520	2,380	2,360	2,360	9,260
Taxes.....	197	258	336		834
Net income.....	1,866	3,418	3.056	*357	1,107
Total surplus account....		5,284	8,340	7,983	9,084
P. c. op. exp. to total rec.	78.8	78.6	79.7	92.8	73.9

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road...	$ 74,164	$ 97,144	$ 99,476	$ 99,767	$168,870
" equip...	20,074				
Other assets....	448,086	449,305	449,119	448,513*	581,517
Total.....	$542,326	$546,449	$548,595	$548,280	$750,387
LIABILITIES.					
Capital stock...	$400,000	$400,000	$400,000	$400,000	$400,000
Funded debt....	47,200	47,200	47,200	47,200	185,000
Floating debt...	93,260	93,965	93,054	93,096	156,103
Surplus.....	1,866	5,284	8,340	7,984	9,084
Total	$542,326	$546,449	$548,595	$548,280	$750,387

Plant and Equipment.—Miles of track (electric), 11.15; gauge, 4 ft., 8½ in.; 48 lb. to 70 lb. T rail; 11 cars, of which 9 are motor cars and 2 trail cars; Harris-Corliss engines, Gen. Elec. dynamos and motors.

Officers.—Pres. Nelson W. Aldrich, V. Pres. Henry L. Greene, Sec. & Pur. Agt. H. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. A. T. Potter.

Please note date of nformation at end of each report.

Directors.—Nelson W. Aldrich, Charles H. Perkins, Marsden J. Perry, Arthur H. Watson, Providence; H. L. Greene, River Point, R. I.

General Office, 32 Westminster St., Providence, R. I.

Date of information, Feb., 1900. b z

Cumberland Street Railway Co.

Capital Stock, authorized and issued, $70,000; par value, $100 per share.

Funded Debt, $70,000.

Officers.—Pres. Nelson W. Aldrich, Sec. W. V. A. Joslin, Treas. C. A. Babcock, Gen. Man. A. T. Potter.

Directors.—N. W. Aldrich, Wm. G. Roelker, M. J. Perry, Thomas A. Jenckes, Andrew J. Currier.

Date of information, Feb., 1900. b z

PUEBLO, COL.

Population in 1880, 3,217, in 1890, 24,558.

Pueblo Traction & Electric Co.—This company is a consolidation of the Pueblo Electric St. Ry. Co. and the Pueblo Light & Power Co.

CAPITAL STOCK, authorized, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $750,000, issued $500,000 coupon, but may be registered; dated 1896, due 1916; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

NOTE.—First mortgage bonds are subject to call at 104 after Dec. 2, 1900.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft.; 35 lb. T rail; 48 cars, of which 32 are motors and 16 trail cars; Allis engines, Gen. Elec. dynamos and motors, Woeber cars.

OFFICERS.—Pres. M. D. Thatcher, V. Pres. & Treas. Andrew McClelland, Sec. J. O. Albert, Gen. Man. & Pur. Agt. John F. Vail.

REFERENCE.—Increase of bonds, Vol. IX, June, '93, p. 419.

Date of information, Feb., 1900. x

PUNXSUTAWNEY, PA.

Population in 1880, 674, in 1890, 2,792.

Punxsutawney Passenger Street Railway Co.—Chartered Feb. 1, 1892. Annual meeting second Monday in Jan. In Dec., 1899, the control of this company passed into new hands, and the capital stock was increased for the purpose of extending the road 5 miles.

CAPITAL STOCK, authorized and issued, $80,000.

FUNDED DEBT, $14,000.

OPERATION.—Year ending June 30,	1895.	1896.	1898.	1899.
Gross receipts	$4,949	$5,683	$4,934	$5,788
Operating expenses	4,351	4,272	3,867	5,513
Earnings from operation	598	1,411	1,067	275
Fixed charges			1,704	104
Net income			*637	.171

* Deficit

NOTE.—No operating report for 1897 was given out.

BALANCE SHEET.—Dated June 30, ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$36,990	$36,990	$36,990	$36,990	$36,990
Material on hand	20	20		100	100
Other assets	327	619	1,145		
Profit and loss (deficit)	288				
Total	$37,625	$37,629	$38,135	$37,090	$37,090
LIABILITIES.					
Capital stock	$18,000	$18,000	$18,000	$18,000	18,000
Funded debt	14,000	14,000	14,000	14.000	14,000
Unfunded debt	200	200	100	1,624	2,308
Bills payable	635	638		939	939
Other liabilities	4,790	4,790	6,035	2,527	
Proot and loss (surplus)					1,843
Total	$37,625	$37,629	$38,135	$37,090	$37,090

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 51 lb. girder rail; 3 motor cars; Green engines, West. dynamos and motors, New Castle cars.

OFFICER.—Treas. G. W. Kipp.

Date of information, Feb., 1900. b z

PUT-IN-BAY, O.

Population in 1880, 381, in 1890, 282.

Put-in-Bay Water Works, Light & Railway Co.—This company has been placed in the hands of a receiver, who leased the road to T. W. McCreary.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 75 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars; West. dynamos and motors, St. Louis cars.

OFFICERS.—Gen. Man. T. W. McCreary.

Date of information, Feb., 1900. x

PUTNAM, CONN.

Putnam & Thompson Street Railway Co.—This company was incorporated in 1898, and in connection with the People's Tramway Co., of Danielson, Conn., (which see), will construct, during 1899, 16 miles of track from Danielson, through Putnam to North Grosvenordale, with 10 motor cars, power station and complete equipment.

OFFICERS.—Pres. Geo. H. Nichols, Sec. Robert L. Warner, (Boston, Mass.), Treas. VanWyck Rossiter (New York City).

GENERAL OFFICE, Putnam, Conn.

Date of information, Dec., 1898. d

QUAKERTOWN, PA.

Population in 1880, 1,769, in 1890, 2,169.

Quakertown Traction Co.—Chartered Nov. 27, 1896, for 99 years; municipal franchise granted Nov. 20, 1896, in perpetuity. Annual meeting in May. This company is now building an extension of twenty miles to Doylestown, Pa.

CAPITAL STOCK, authorized, $150,000; issued, $130,000; in treasury, $20,000; par value, $50 per share.

FUNDED DEBT.—First mortgage, 5 p. c. gold coupon and registered bonds, authorized, $150,000; issued, $105,000; dated Apr. 1897, due 1917; denom. $100, $200, $500 and $1,000; int. payable Apr. and Oct., at office of Doylestown Trust Co., of Doylestown, Pa., trustee of mortgage.

NOTE.—Treasury bonds may be issued for extensions and improvements. The first mortgage bonds may be called for payment on and after 1907.

OPERATION.—Year ending June 30, 1899.

Receipts from passengers	$7,066
" " other sources	639
" total	7,705
Operating expenses	9,993
Deficit	$2,288
Interest	64
Taxes	3,936
Total deficit	$6,288

BALANCE SHEET.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road and equip	$235,000	Capital stock	$130,000
Cash on hand	533	Funded debt	105,000
Material on hand	4,336	Interest due and accrued.	3,964
Profit and loss (deficit)	6,288	Loans	7,194
Total	$246,158	Total	$246,158

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 70 lb. girder rail; 6 motor cars; 300 H. P. station plant, Corliss engines, Walker dynamos and motors, St. Louis cars, Peckham trucks.

OFFICERS.—Pres. C. Taylor Leland, Sec. S. R. Cramer, Treas. & Gen. Man. W. H. Davis, Ch. Engr. of power station, J. DeCoursey.

DIRECTORS.—C. Taylor Leland, S. R. Cramer, W. H. Davis.

GENERAL OFFICE, Quakertown, Pa.

Date of information, Feb., 1900. b z

QUEBEC, QUE.

Population in 1881, 62,446, in 1891, 63,090, in 1898, 70,000.

Quebec Railway, Light & Power Co.—This company is a reorganization in May, 1899, of the Quebec, Montmorency & Charlevoix Railway Co., and has purchased the Quebec District Ry. Co., which company owned the Quebec Street Ry. Co. and the Montmorency Electric Power Co.

CAPITAL STOCK, authorized, $3,000,000; issued, $2,500,000; held in treasury, *$500,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, *$2,500,000, dated 1897, due, 1922; denom. $1,000.

*It is proposed to transform the present steam railway from Quebec to Cape Tourmente (30 miles), into an electric railway; and also to construct an electric railway from Quebec to Montmorency Falls (7 miles). The capital stock held in treasury, and a sufficient amount of the funded debt have been set aside for this purpose.

OPERATION.—Year ending June 30, 1899.

	Electric.	Steam.	Power.
Gross receipts	$147,085	$58,882	†$95,758
Operating expenses	106,078	34,321	44,400
Earnings from operation	$41,007	$24,561	$51,358

†10½ months from Aug. 16, 1898.

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending June 30, 1899.	Electric.	Steam.
Passengers carried	3,394,163	239,593
Car miles run	996,872	†56,319
Total receipts per car mile	$.147	†$1.045
Operating expenses per car mile	.106	†.609

† Train miles.

BALANCE SHEET.—Dated June 30, 1899.

ASSETS.

Cost of road, equipment, real estate and buildings.	
Montmorency division	$2,055,092
Power division	1,526,689
Citadel "	1,107,791
Beauport & Montmorency division	52,108
Materials and supplies	17,947
Cash	1,944
Accounts receivable	2,044
Montreal Trust & Deposit Co.	372,500
Total	$5,136,115

LIABILITIES.

Capital stock	$2,500,000
Funded debt	2,500,000
Accrued interest	165
Accounts payable	90,252
Subsidy account	16,523
Insurance fund account	12,720
Rolling stock "	2,021
Profit and loss (surplus)	14,434
Total	$5,136,115

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 17.22, steam, 32, under construction, 7, total, 56.22; gauge, 4 ft. 8½ in.; 72 lb. T rail; 112 cars, of which 50 are steam cars and 62 motor cars; West. motors; Ottawa cars.

OFFICERS.—Pres. Andrew Thomson, V. Pres. Frank Ross, Sec. & Treas. E. F. Wurtele, Gen. Man. & Ch. Engr. E. A. Evans, Supt. W. R. Russell, Elecn. D. E. Blair.

DIRECTORS.—H. J. Beemer, Montreal, Frank Ross, Andrew Thomson, E. E. Webb, Wm. Hanson, S. N. Parent, Judge Chauveau, Wm. Shaw, G. H. Thompson.

GENERAL OFFICE, St. Paul St., Quebec.

REFERENCE.—Description of system, Vol. XV, Aug., '99, page 495 (ill.).

Date of information, Feb., 1900. z

QUINCY, ILL.

Population in 1880, 27,268, in 1890, 31,478.

Quincy Horse Railway & Carrying Co.—Annual meeting third Monday in Jan.

CAPITAL STOCK, authorized, $600,000; paid in, $160,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $140,000; denom. $500; int. payable Apr. and Oct.; trustees of mortgage, E. J. Parker and Jas. F. Carrott, of Quincy.

First consolidated mortgage, 5 p. c. gold bonds, authorized, $550,000, issued, $310,000. in escrow (see note), $140,000; in treasury, $100,000; coupon, but may be registered; dated Oct. 1, 1898, due 1918; int. payable Apr. and Oct., at office of Portland Trust Co., of Portland, Me., trustee of mortgage.

NOTE.—Of the first consolidated mortgage bonds $140,000 are held in escrow to retire the first mortgage bonds above described.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 5 ft.; 45 lb. to 60 lb. T and girder rail; 42 cars, of which 35 are motor cars and 7 trail cars; Hamilton-Corliss and Russell engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. W. F. Milliken (Portland, Me.); V. Pres. G. F. Duncan (Portland, Me.); Sec. & Man. W. B. McKinley, Treas. H. P. Cox.

REFERENCE.—Description of road, Vol. VII, Mar., 91, p. 130 (ill.).

Date of information, Dec., 1899. z

QUINCY, MASS.

Population in 1880, 10,570, in 1890, 16,723.

Quincy & Boston Street Railway Co.—Chartered Aug. 24, 1888. This company owns the Quincy Street Ry., and the Braintree Street Ry. Co. The capital stock of this company is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $584,700, par value, $100 per share.

FUNDED DEBT.—Braintree St. Ry. Co.'s first mortgage 6 p. c. bonds, $35,000, dated July 25, 1894, due 1814; principal and interest guaranteed by the Quincy & Boston St. Ry. Co.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Recpts. from passengers	$83,790	$96,304	$112,481	$128,838	$169,523
" other sources	266	5,526	5,914	6,870	5,693
" total	86,453	101,830	118,395	135,728	175,216
Operating expenses	49,547	66,307	79,113	87,614	110,682
Earnings from operation	36,906	35,523	39,282	48,114	64,534
Deduc. from earnings.					
Interest	2,694	2,468	2,286	4,271	6,859
Taxes	1,880	3,443	3,922	7,548	13,233
Rentals	2,886				
Net income	29,446	29,611	33,075	36,295	42,642
Dividends paid	12,435	21,000	28,448	31,854	35,000
To surplus account	17,011	8,611	4,627	4,441	7,642
Total surplus account	38,042	55,916	38,778	50,000	57,278

DIVIDENDS.—In 1892, 5 p. c.; in 1893, 6 p. c.; in 1894, 9 p. c.; in 1895, 1896, 1897, 1898 and 1899, 7 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$17,341	$16,374	$16,162	$20,108
Transportation expenses	33,021	45,870	50,226	64,249
Maintenance of way and buildings	7,104	7,599	8,444	11,382
" " equipment	8,841	9,270	12,872	14,943
Total	$66,307	$79,113	$87,614	$110,682

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	2,114,175	2,358,854	2,712,342	3,590,477
Car miles run	397,014	499,555	564,141	693,273
Total receipts per car mile.	$.256	$.237	$.240	$.252
Operating exp. per car mile.	.170	.158	.155	.159

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$203,808	$249,631	$352,952	$405,570	$528,998
" equipment.	65,379	88,625	92,651	96,579	147,535
Other perm. invest.	102,955	114,922	145,671	165,878	209,787
Cash & cur. assets.	13,749	32,294	22,866	35,117	24,517
Other assets	4,036	43,954	7,891	7,346	13,028
Total	$389,927	$489,426	$622,031	$710,490	$923,865
LIABILITIES.					
Capital stock	$300,000	$406,400	$420,000	$500,000	$584,700
Funded debt					35,000
Floating debt	51,885	27,110	163,253	160,490	246,887
Profit and loss (sur)	38,042	55,916	38,778	50,000	57,278
Total	$389,927	$489,426	$622,031	$710,490	$923,865

PLANT AND EQUIPMENT.—Miles of track (electric), 41.24; gauge, ft. 8½ in.; 35 lb. and 58 lb. T and flat rail; 64 motor cars; Ball, Allis, Corliss and Brown engines, Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. J. R. Graham, V. Pres. J. F. Merrill, Sec. & Treas. F. H. Smith, Supt. B. J. Weeks.

DIRECTORS.—J. R. Graham, J. F. Merrill, Josiah Quincy, T. H. McDonnell, J. A. Duggan, Patrick F. Sullivan, Jos. H. Goodspeed, Fred'k W. Smith.

GENERAL OFFICE, Quincy, Mass.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23; Vol. IX, Dec., '93, p. 842; operating detail, Vol. XIV, Sept., '98, p. 489; operating detail, Vol. XIV, Sept. '98, p. 491; cost of electric power generation, Vol. XIV, Sept. '98, p. 492; description of storage batteries, Vol. XIV, Sept., '98, p. 579.

Date of information, Dec., 1899. b

Needham & Boston Street Railway Co.—This road was placed in operation July 1, 1899. This company was consolidated with the West Roxbury & Roslindale St. Ry. Co., of Boston, before it was merged into the Lynn & Boston R. R. Co., the capital stock of all these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $10,000.

OPERATION.—Period from July 1 to Sept. 30, 1899.

Total receipts	$2,833
Operating expenses	2,592
Earnings from operation	241
Deductions from earnings.	
Taxes	90
Net income	151

Please note date of information at end of each report.

BALANCE SHEET.—Dated Sept. 30, 1899.

Assets.		Liabilities.	
Cost of road	$56,048	Capital stock	$10,000
" equipment	13,358	Unfunded debt	61,414
Other permanent invest's.	761	Profit and loss (surplus)..	151
Cash and current assets...	1,398		
Total	$71,565	Total	$71,565

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 7 motor cars.

OFFICERS.—Pres. & Gen. Man. John R. Graham, Sec. Frederick H. Smith, Treas. Alonzo F. Walter, Supt. George W. Rounds.

DIRECTORS.—Patrick F. Sullivan, Jos. H. Goodspeed, P. L. Saltonstall, E. M. Foss, Chas. F. Adam, Jr., John R. Graham, F. H. Smith.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

Date of information, Oct., 1899. b

RADFORD, VA.

Population in 1899, 2,500.

Radford Street Railway Co.—This road was sold by decree of court, in the fall of 1898, and leased by the purchasers to Mount Bros. for five years, from Jan. 1, 1899.

PLANT AND EQUIPMENT.—Miles of track (electric) 2.5; 3 motor cars.

Date of information, Feb., 1900. x

RAHWAY, N. J.

The Rahway Electric Co.—This company is a successor to the Rahway Electric Street Ry. Co., whose property was sold in Apr., 1896, to Robt. W. DeForest, of New York City.

CAPITAL STOCK, $25,000.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.
Gross receipts	$3,670	$4,157	$5,974	$6,203
Operating expenses	1,574	4,826	7,146	5,528
Earnings in operation	2,096	* 669	*1,172	675

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 56 lb. T and girder rail; 8 motor cars; Armington & Sims engines, Walker dynamos and motors, Gilbert cars.

OFFICERS.—Pres C. W. Boynton, Supt. & Pur. Agt. A. Buvs.

GENERAL OFFICE, 105 Irving St., Rahway.

Date of information, Feb., 1899. b

RALEIGH, N. C.

Population in 1880, 9,255, in 1890, 12,678.

The Raleigh Electric Co.—On Dec. 31, 1896, the power house and car barns and their contents were destroyed by fire with a loss of $50,000, of which $12,000 was covered by insurance. The company at once commenced to rebuild the power house so as to continue the operation of the lines. The company furnishes power and incandescent lights, and has the contract for lighting the streets with arc lights.

CAPITAL STOCK, authorized, $150,000, issued, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds outstanding, $75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 10 motor cars; Ball and Fitchburg engines, 600 H. P. station plant; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Wm. J. Andrews, V. Pres. Alf. A. Thompson, Sec. & Supt. Chas. C. Johnson, Treas. F. H. Briggs.

GENERAL OFFICE, cor. Jones and West Sts., Raleigh.

Date of information, Feb., 1900. x

RANDOLPH, MASS.

Population in 1880, 4,027, in 1890, 3,946.

Stoughton & Randolph Street Railway Co.—This company was organized to construct an electric railway from Randolph to Stoughton, and now has its road under construction.

CAPITAL STOCK, authorized, $80,000, issued, $52,000.

OFFICERS.—Pres. Franklin Worcester, V. Pres. Frank Slater, Sec. & Treas. Edward F. Draper.

DIRECTORS.—Franklin Worcester, Frank Slater, Edward F. Draper, Edward C. Jenney, Henry E. Holbrook, Wm. L. Hodges, Marcus L. Urann.

GENERAL OFFICE, 200 Summer St., Boston, Mass.

Date of information, Oct., 1899. b

RAPID CITY, S. DAK.

Population in 1880, 292, in 1890, 2,128.

Rapid City Street Railway Co.—This property is leased to Howard Worth.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 4 ft.; 25 lb. T rail; 3 horses, 2 horse cars.

OFFICERS.—Lessee Howard Worth, Pres. E. B. Chapman.

Date of information, Feb, 1900. x

READING, MASS.

Population in 1880, 3,181, in 1890, 4,088.

Woburn & Reading Street Railway Co.—Commenced operation June 16, 1896. This company has been consolidated with the Wakefield & Stoneham Street Ry. Co., the capital stock of which is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $60,000.

OPERATION.	3½ mos. end'g Sept. 30, 1896.	Year end'g Sept. 30, 1897.	Year end'g Sept. 30, 1898.	Year end'g Sept. 30, 1899.
Gross receipts	$4,527	$11,022	$11,535	$10,917
Operating expenses	4,121	10,407	12,046	11,037
Earnings from opera'n.	406	615	*511	*120
Deductions from earnings.				
Interest	56	1,307	1,786	1,661
Taxes	24	936	674	614
Net income	326	*1,627	*2,971	*2,395
To surplus account	326			
Total surplus account..	326	*1,301	*4,272	*6,667

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$ 1,647	$ 1,769	$ 1,809
Maintenance of way and buildings..	514	1,167	1,969
" " equipment	477	861	824
Transportation expenses	7,768	8,249	6,435
Total	$10,407	$12,046	$11,037

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	221,339	232,494	216,037
Car miles run	74,306	84,208	60,998
Total receipts per car mile	$.148	$.137	$.180
Operating expenses per car mile	.140	.143	.181

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$67,088	$68,623	$70,153	$70,296
" equipment	9,971	10,121	10,442	10,442
Land and buildings	6,084	6,280	6,354	6,354
Cash and current assets...	1,685	1,244	1,312	3,517
Profit and loss (deficit)		1,301	4,272	6,667
Total	$84,828	$87,569	$92,533	$97,276
LIABILITIES.				
Capital stock	$60,000	$60,000	$60,000	$60,000
Loans and bills payable	24,501	27,569	32,533	37,167
Accrued liabilities				109
Profit and loss (surplus)...	327			
Total	$84,828	$87,569	$92,533	$97,276

PLANT AND EQUIPMENT.—Miles of track (electric), 5; 5 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Charles F. Woodward, V. Pres. Elwin C. Foster, Sec. Edwin L. Stone, Treas. Chas. Williams, Man. James F. Shaw, Supt. Charles F. Heath.

DIRECTORS.—Chas. F. Woodward, Elwin C. Foster, Charles Williams, Jos. H. Goodspeed, Edwin L. Stone.

GENERAL OFFICE, Wakefield, Mass.

REFERENCE.—Operating detail, Vol. XIV, Sept., '98, p. 482; operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Mar., 1900. b z

READING, PA.

Population in 1880, 43,278; in 1890, 58,661.

East Reading Electric Railway Co.—Chartered Aug., 1888 Annual meeting second Tuesday in Jan.

Leased, May 1, 1893, to the Reading Traction Co. for 99 years. This property is now a part of the system of the United Traction Co. of Reading, the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $100,000; par value, $50 per share.

Date of information, Feb., 1900. b x

Please note date of information at end of each report.

Neversink Mountain Railroad Co.—Chartered 1889, for 99 years. Annual meeting June 27.

Capital Stock, authorized and issued $100,000; par value, $50 per share.

Funded Debt.—First mortgage 5½ p. c. gold coupon bonds, authorized, $100,000, issued, $59,000; trustee of mortgage Penn. Trust Co.

Plant and Equipment.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 56 lb. T rail; 11 cars, of which 7 are motor cars and 4 trail cars; 850 H. P. station plant; Allis engines, Gen. Elec. dynamos and motors, Brill and Pullman cars.

Officers.—Pres. R. T. Leaf, V. Pres. G. Brooke, Sec. H. C. Holder, Treas. D. W. Stehman, Supt. D. H. Christian.

Directors.—Geo. F. Baer, Geo. Brooke, W. D. Smith, H. T. Kendall, W. F. Wootten, Robert E. Brooke.

General Office, 4 South 9th St., Reading, Pa.

Reference.—Description of road, Vol. VII, Aug., '91, p. 400 (ill.).

Date of information, Feb., 1900. z

Reading City Passenger Railway Co.—Chartered Dec. 18, 1873. The Perkiomen Avenue Passenger Ry. Co. (originally organized as the Penn Street Passenger Ry. Co.) was consolidated with this company Apr. 1, 1889. Annual meeting second Monday in Jan.

Capital Stock, authorized, $400,000, issued, $350,000; par value, $50 per share.

Funded Debt.—General mortgage 5 p. c. bonds, authorized and issued, $112,000; coupon, but may be registered; dated Apr. 1, 1889, due 1909; int. payable Apr. and Oct. at Farmers' Bank, of Reading; trustee of mortgage, Reading Trust Co.

Leased, Apr. 1, 1893, to the Reading Traction Co. for 99 years. Under the terms of the lease the Reading Traction Co. assumes all the company's liabilities and pays dividends (semi-annually) upon its stock as follows: 1893-94, 8 p. c.; 1894-95, 9 p. c.; 1896-1900, 10 p. c. and 12 p. c. per annum thereafter. This property is now a part of the system of the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Officers.—Pres. B. F. Owen, Treas. H. A. Muhlenberg.

General Office, 5th and Penn Sts., Reading, Pa.

Reference.—Annual report, Vol. IX, Feb., '93, p. 128.

Date of information., Feb., 1900. b z

Reading & Southwestern Street Railway Co.—Chartered Nov. 24, 1890. Annual meeting second Monday in Jan.

Capital Stock, authorized and issued, $130,000.

Funded Debt.—First mortgage 5½ p. c. gold coupon bonds, authorized, $75,000; issued, $65,900 dated Apr., 1896; due 1926; denom. $500 and $1,000; int. payable Apr. and Oct., at office of the Penn. Trust Co., of Reading, Pa., trustee of mortgage.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$21,205	$23,670	$29,302	$32,831	$32,531
Operating exp., inc. int. taxes and rentals	16,741	21,840	29,197	30,308	32,318
Earnings from operation	4,464	1,830	105	2,523	213

Balance Sheet.—Dated June 30,

ASSETS.	1894.	1895.	1897.	1898.	1899.
Cost of road & equip.	$154,497	$159,785	$223,320	$226,154	$227,365
Bills receivable	1,146	1,880	3,269	3,395	4,278
Material on hand	1,500		3,542	4,504	2,000
Cash	502	123	2,039	97	1,324
Other assets		7,984	2,959	568	
Total	$157,645	$169,771	$235,128	$234,718	$234,967
LIABILITIES.					
Capital stock	$130,000	$130,000	$130,000	$130,000	$130,000
Funded debt			57,900	65,900	75,000
Bills payable	24,146	28,526	46,025	34,086	26,028
Other liabilities	234	11,246		1,006	
Profit & loss (surp.),	3,265		1,203	3,726	3,939
Total	$157,645	$169,771	$235,128	$234,718	$234,967

Plant and Equipment.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 22 cars, of which 17 are motor cars and 5 trail cars; Ball engines, Curtis and Gen. Elec. dynamos and motors, Jackson & Sharp and Stephenson cars.

Officers.—Pres. J. W. Shepp, V. Pres. J. B. Sterley, Sec. & Treas. V. S. Seltzer, Supt. J. H Passmore, Ch. Engr. Frank White, Elecn. W. R. Kantner.

Directors.—D. B. Shepp, J. H. Rothermel, J. H. Printz, J. B. Sterley, G. Fred Mertz, V. S. Seltzer, S. B. Shepp, John Shepp, W. R. Stevens, F. R. Flood, E. H. Deysher. H. C. Geissler.

General Office, Water St., below Chestnut, Reading, Pa.

Date of information, July, 1899. b

Reading & Temple Electric Railway.—This road was leased Oct. 1, 1894, to the Reading Traction Co. It is now a part of the system of the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, $43,200.

Funded Debt.—First mortgage 5 p. c. bonds, $43,500; dated Oct., 1894, due 1924; trustee of mortgage, Reading Trust Co., of Reading, Pa.

Officers.—Pres. B. F. Owen, Sec. and Treas. F. Livingood.

Date of information, Feb., 1900. x

Reading Traction Co.—Chartered 1893. Annual meeting second Monday in Jan. This company leases the Reading City Passenger Ry. Co., the East Reading Electric Ry. Co., the Reading & Temple Electric Ry. Co., and the Reading & Womelsdorf Electric Ry. Co. In Jan., 1896, this company was leased to the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized, $600,000, issued $445,000, in escrow (see Note), $112,000; dated 1893, due 1933; int. payable Jan. and July, at Bank of North America, of Philadelphia; in Reading, at office of company, and at National Union Bank; trustee of mortgage Provident Life & Trust Co., of Philadelphia.

Note.—$112,000 of the first mortgage bonds are held in escrow to retire the Reading City Passenger Ry. Co.'s bonds when due.

Officers.—Pres. J. A. Rigg, Sec. and Treas. M. C. Aulenbach.

Reference.—Annual report, Vol. XI, Feb., '95, p. 119.

Date of information, Feb., 1900. b x

Reading & Womelsdorf Railway Co.—Chartered Mar. 10, 1894. This road is operated by the United Traction Co., the capital stock of which is now controled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, $500,000.

Funded Debt.—First mortgage 5 p. c. bonds, $313,000; dated Jan. 1, 1895, due 1925; trustee of mortgage, The Real Estate Title Insurance & Trust Co., of Philadelphia.

Date of information, Feb., 1899.

United Traction Co.—Chartered Dec. 17, 1895, in perpetuity. Annual meeting second Monday in Jan. This company leased on Jan. 1, 1896, for 900 years, the Reading Traction Co. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $403,700.

Funded Debt.—First mortgage 5 p. c. collateral trust (see Note) gold coupon bonds, authorized, $150,000, issued, $149,900, in escrow (see Note), $100; dated Jan. 15, 1896, due 1926; denom. $100 and $1,000; int. payable Jan. and July, at office of company; trustee of mortgage, The Real Estate Title Insurance & Trust Company, of Philadelphia.

Note.—The first mortgage collateral trust bonds may be called for payment at six months, and at a price of par and accrued interest after three years

Collateral consists of 19,991 shares of the Metropolitan Electric Co. stock, par $10, which was purchased by the United Traction Co. at $7.50 per share.

The $100 United Traction Co. bond is held in escrow by The Real Estate Title Insurance & Trust Co., of Philadelphia, as trustee for the nine shares of the Metropolitan Electric Co. stock issued to the nine directors.

In permanent investments the United Traction Co. advanced to the Reading Traction Co. $200,000 to purchase the entire capital stock of the Reading & Womelsdorf Electric Ry. Co. (one of its leased lines), 10,000 shares, at $20 per share; par value, $50.

Operation.—Year ending Dec. 31.

	1896.	1897.	1898.	1899.
Gross receipts	$415,015	$419,927	$430,956	$490,712
Operating expenses	245,945	250,725	260,319	288,755
Earnings from operation	169,070	169,202	170,637	201,957
Fixed charges	163,804	161,800	166,517	170,980
Net income	5,266	7,402	4,120	30,977

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1896.	1897.	1898.	1899.
Passengers carried	5,312,221	4,460,165	4,655,028	6,178,444
Car miles run	1,338,777	1,104,006	1,115,198	1,307,752
Gross receipts per car mile.	$.310	$.379	$.386	$.375
Operating expper car mile.	.176	.227	.233	.221

Please note date of information at end of each report.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$135,574	$146,561	$153,785	$195,349
" equipment	15,543	15,718	18,407	23,248
Other permanent investments	361,793	398,193	402,593	416,192
Cash	26,365	9,394	16,883	23,629
Bills and accts. receivable	24,956	16,352	27,119	11,151
Material and supplies	5,330	5,082	5,488	7,601
Other assets	12,525	20,932	690	19,766
Total	$582,086	$612,232	$624,965	$696,936
LIABILITIES.				
Capital stock	*$390,534	$400,000	$403,700	$403,700
Funded debt	149,900	149,900	149,900	149,900
Accrued interest	24,222	25,289	24,882	19,145
Bills and accts. payable	5,377	13,030	12,772	69,201
Other liabilities	6,787	11,345	20,623	34,926
Profit and loss (surplus)	5,266	12,668	13,088	20,064
Total	$582,086	$612,232	$624,965	$696,936

* Assessment not all paid.

Plant and Equipment.—Miles of track (electric), 48; gauge, 5 ft. 2¼ in.; 90 lb. and 93 lb. rail; 7 horses, 82 motor cars, 3 snow sweepers. 1 snow plow; Greene and Lake Erie engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill and St. Louis cars, Brill and Peckham trucks.

Officers.—Pres. & Gen. Man. John A. Rigg, Sec. & Treas. M. C. Aulenbach, Supt. Samuel E. Rigg, Ch. Engr. of Power Station S. D. Missimer, Elecns. C. E. Long and Chas. S. Banghart.

Directors.—John A. Rigg, Wm. R. McIlvain, Jas. A. O'Reilly, Richmond L. Jones, L. T. Custer, Geo. H. Valentine, H. C. England, R. N. Buckley, Robert N. Carson.

General Office, 5 North 5th St., Reading, Pa.

Date of information, Feb., 1900. z

RED BANK, N. J.

Atlantic Highlands, Red Bank & Long Branch Electric Railway Co.—State charter granted Apr. 6, 1895, for 99 years. Municipal franchise granted May 31, 1895, for 99 years. Annual meeting third Wednesday in Nov. On May 21, 1898, a receiver for this property was appointed.

CAPITAL STOCK, authorized, $500,000, issued, $414,900.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $437,000; dated July 1, 1895, due 1945; denom. $1,000; coupon and registered; int. payable Jan. and July, at office of Hamilton Trust Co., of Brooklyn, N. Y., trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1897.	1898.
Receipts from passengers	$38,185	$37,791
" other sources	2,975	447
" total	41,160	38,238
Operating expenses	20,400	31,312
Earnings from operation	20,760	6.926
Per cent op. exp. to total receipts	49.6	81.8

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 60 lb. T and 70 lb. girder rail; 23 cars, of which 18 are motor cars and 5 trail cars; West. dynamos and motors, Jackson & Sharp and Brill cars, Brill trucks.

OFFICERS.—Recvr. James E. Degnan, Pres. A. G. Greenberg, V. Pres. Wm. Stevens, Sec. & Gen. Man. A. J. Allen, Treas. A. B. Eldridge, Supt. W. T. Greenberg.

DIRECTORS.—S. B. Dutcher, L. G. Arnott, Wm. Stevens. A. B. Eldridge, Chas. A. Porter, E. L. Cowart, J. S. Throckmorton, A. G. Greenberg, A. J. Allen.

GENERAL OFFICE, Red Bank, N. J.

REFERENCES.—Description of road, Vol. XII, Sept., '96, p. 508 (ill.); pleasure park, Vol. XIII, Dec. '97, p. 840 (ill.).

Date of information, Mar., 1899. b d

REDLANDS, CAL.

Population in 1890, 1,904, in 1899 (local estimates), 5,000.

Redlands Street Railway Co. Franchise granted Apr., 1888, for 50 years.

CAPITAL STOCK, authorized, $50,000; issued, $48,100; par value $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $50,000; issued, $14,800; in treasury, $35,200; dated Aug. 1, 1899, due 1919; subject to call after five years at 105; denom. $1,000, $500 and $100; int. payable Aug. and Feb. at First National Bank, Redlands; Title Insurance & Trust Co., Los Angeles, Cal., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.45; gauge, 4 ft. 8½ in.; 50 lb. T rail; 10 horses; 2 motor cars, 1 horse car; Gen. Elec. dynamos and motors; Brill cars and trucks.

OFFICERS.—Pres. Henry Fisher, V. Pres. C. W. A. Cartlidge, Sec. J. H. Fisher, Treas. First National Bank.

DIRECTORS.—H. Fisher, Otis H. Childs, Geo. B. Ellis, C. W. A. Cartlidge, J. H. Fisher.

Date of information, Jan., 1900. z

RED OAK, IA.

Population in 1880, 3,755, in 1890, 3,321.

Red Oak Street Railway Co.

CAPITAL STOCK, $75,000.

OPERATION.—The last report received is for the year ending Dec. 31, 1896.

Gross receipts	$2,000
Operating expenses	300
Earnings from operation	1,700
Taxes	35
Net income	1,665

PLANT AND EQUIPMENT.—Miles of track (horse), 1.25; gauge, 4 ft. 8½ in.; 20 lb. flat rail; 4 horses. 2 horse cars.

OFFICERS.—Pres. Gen. Man. & Supt. Marcus Bonham, Sec. F. M. Byerikert.

Date of information, Feb., 1900. x

RENSSELAER, N. Y.

Population in 1880, 2,488, in 1890, 2,600.

Greenbush & Nassau Electric Railway Co.—Charter and municipal franchise granted Mar. 10, 1897. This road will extend from Rensselaer to Brainerd, a distance of 18 miles. The company expects to commence operation in July, 1900, as a part of the system of the Albany & Hudson Ry. & Power Co., of Hudson, N. Y.

CAPITAL STOCK, authorized, $180,000, issued, $68,700.

OFFICERS.—Pres. P. H. Hampson (100 Broadway, N. Y.), V. Pres. T. D. Janes, Sec. & Treas. L. B. Grant (32 Nassau St., N. Y.), Gen. Man. Maurice Hoopes (Valatie, N. Y.).

GENERAL OFFICE, Rensselaer, N. Y.

Date of information, Dec., 1899. b

RHINEBECK, N. Y.

Population in 1880, 1,569, in 1890, 1,649.

Rhinebeck & Rhinecliff Street Surface Railroad Co.—Chartered Apr. 18, 1895; charter extended to June 1, 1903. Annual meeting fourth Monday in Apr. This road is in process of construction.

CAPITAL STOCK, authorized, $30,000, issued, $3,000; par value, $100 per share.

OFFICERS.—Pres. Robert H. Hunter, Sec. & Treas. J. L. Williams.

DIRECTORS.—Robt. H. Hunter, J. L. Williams, E. A. Wilbur, Poughkeepsie, N. Y.; A. H. Hoffman, Geo. Epelstyne, Robt. H. Hoffman, E. M. Haines, Wm. A. Tripp, A.L. Ryder, Rhinebeck, N.Y.

GENERAL OFFICE, Rhinebeck, N. Y.

Date of information, Feb., 1900. b z

RICHMOND, IND.

Population in 1880, 12,742, in 1890, 16,608, in 1896 (local estimates), 22,000.

Richmond Traction Co.—This company was organized as a successor to the Richmond City Electric Street Ry. Co., whose property was sold in Sept., 1895, under foreclosure of mortgage, to S. W. Fordyce, representing the bondholders.

CAPITAL STOCK, authorized and issued, $200,000; paid in $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 4½ p. c. bonds, authorized and issued, $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T rail; 24 cars, of which 14 are motor cars and 10 trail cars; Russell engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Trustee for the bondholders, S. W. Fordyce, Supt. & Pur. Agt. E. Kessler, Ch. Engr. of Power Station Frank Roth.

GENERAL OFFICE, 15 S. 7th St., Richmond, Ind.

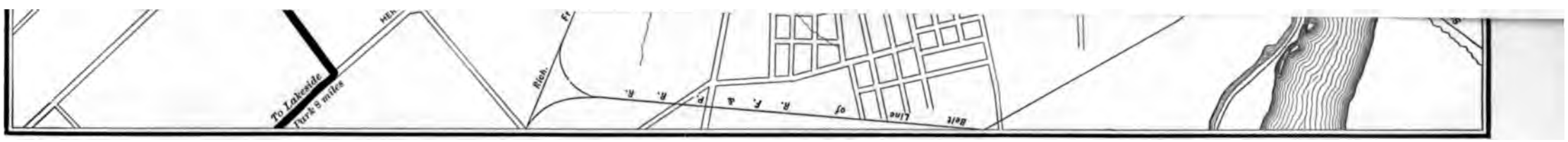
REFERENCE.—Receivership, Vol. X, Mar., '94, p. 213; test station equipment, Vol. XV, Dec., '99, page 887 (ill.).

Date of information, Feb., 1900. x z

RICHMOND, VA.

Population in 1880, 63,600, in 1890, 81,388, in 1897, about 100,000 and, including the city of Manchester and other suburbs, 125,000.

Richmond Passenger Railway & Power Co.—This company was organized in Feb., 1900, to control and operate street railways


To Lakeside
Turk 9 miles
Belt Line of R. R. & R. R.

and electric lighting and power companies in Richmond. It is the purpose of this company (subject to the granting of a new franchise by the city council) to reconstruct and extend the properties of the Richmond Ry. & Electric Co.

Date of information, Feb., 1900. x

Richmond Railway & Electric Co.—Chartered Feb., 1890. This company is a consolidation of three street railway properties and three electric lighting plants. The company occupies the principal streets of Richmond and Manchester with its lines, and also has exclusive electric lighting and power contracts with the two cities. It leases the property of the Richmond & Manchester Ry. Co., guaranteeing 5 p. c. int. on the $400,000 bonds of that company.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated 1890, due 1920; denom. $1,000; int. payable Jan. and July, at office of Atlantic Trust Co., of New York, trustee of mortgage.

Operation.—The earnings of the Richmond Ry. & Electric Co. and its allied lines are included in the operating reports given for

years ending Dec. 31,	1897.	1898.	1899.
Gross receipts	$475,851	$477,541	$499,243
Operating expenses	309,040	275,687	276,234
Earnings from operation	166,811	201,854	223,009
Deductions from earnings.			
Interest	120,000	120,000	120,000
Taxes and Insuancer	13,280	13,538	14,695
Net income	33,531	68,316	88,314

Plant and Equipment.—Miles of track (electric), 75; gauge, 4 ft. 8½ in.; 50 lb. flat and 100 lb. girder rail; 112 cars; Gen. Elec. and West. dynamos and motors.

Officers.—Pres. J. P. Munn, V. Pres. & Treas. G. E. Fisher, New York, Sec. F. J. Craigie, Asst. Sec. Donald B. Toucey, New York; Supt. City & Union Div., S. J. W. Wilbur, Supt. Light Dept. E. W. Trafford, Supt. Manchester Div. B. R. Selden.

General Office, foot of 7th St., Richmond, Va.; New York office, 37-39 Wall St.

Reference.—Pleasure park, Vol. XIII, May, '97, p. 292 (ll.).

Date of information, Feb., 1900. x z

For map of system see inset between pages 226 and 227.

Richmond Traction Co.—Municipal franchise granted Aug. 28, 1895, for 30 years. Charter extended by Act of Assembly approved Jan., 1898. The operation of this entire road was not commenced until Apr. 9, 1897.

Capital Stock, authorized and issued, $600,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $500,000; dated Nov. 1, 1895, due 1925; denom. $1,000; int. payable Jan. and July, at office of Maryland Trust Co., of Baltimore, trustee of mortgage.

Operation.— Year ending Sept. 30,	1897.	1898.	1899.
Gross receipts	$124,505	$142,305	$170,461
Operating expenses	85,775	88,735	93,894
Earnings from operation	38,730	53,570	76,567
Deduction from earnings.			
Interest on funded debt	22,289	25,000	25,000
" " unfunded debt	1,663	4,417	2,270
Taxes	7,174	8,889	10,510
Other deductions			19,026
Net income	7,604	14,964	19,761
Dividends			12,000
Surplus	7,604	14,964	7,761
Per cent oper.exp.to gross receipts.	68.9	62.3	55.0
Passengers carried	2,690,033	3,258,047	3,840,401

Plant and Equipment.—Miles of track (electric), 16.5; gauge, 4 ft. 8½ in.; 60 lb. T. and 95 lb. girder rail, 64 cars, of which 59 are motor cars, and 5 trail cars; 600 K. W. generators; 800 H. P. Corliss engines, 600 H. P. boilers, Gen. Elec. dynamos and motors, American, Jackson & Sharp, Stephenson and St. Louis cars, Peckham trucks.

Officers.—Pres. E. L. Bemiss, V. Pres. E. R. Williams, Sec. E. Waddey, Treas. R. Lancaster Williams, Audr. J. L. Young, Jr., Supt. S. P. Cowardin, Consulting Engr. E. J. Willis; Pur. Agt. B. Williams.

Directors.—J. Skelton Williams, W. M. Habliston, E. L. Bemiss, R. Lancaster Williams, E. Waddey, Richmond, Va.; J. Wm. Middendorf, H. A. Parr, Baltimore, Md.

General Office, 1006 E. Main St., Richmond, Va.

References.—Description of track, Vol. XII, Aug., '96, p. 948 (ill.); description of road, Vol. XIII, Jan., '97, p. 39 (ill.).

Date of information, Feb., 1900. z

For map of system, see inset between pages 226 and 227.

RIVERSIDE, CAL.

Population in 1899, 8,000.

Riverside & Arlington Railway Co.

CAPITAL STOCK, authorized, $250,000, issued, $55,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. T rail; 4 motor cars.

OFFICERS.—Pres. George Frost, V. Pres. W. A. Hoyt, Sec. & Man. F. A. Miller, Treas. Orange Growers' Bank, Supt. M. P. Groftholdt.

GENERAL OFFICE, cor. Main & 7th St.

Date of information, Dec., 1899. z

RIVERSIDE (Burlington Co.), N. J.

Camden & Trenton Railway Co.—This company was organized to construct an electric railway from Camden through Burlington County to Trenton, about 30 miles in length, and now has six miles in operation.

CAPITAL STOCK, authorized, $1,000,000, issued, $125,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, issued, $75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 6, under construction, 23; gauge, 4 ft. 8½ in.; 60 lb. rail; 18 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. H. V. Massey, Sec. Treas. & Gen. Man. M. B. Perkins, Supt. Jas. S. Gilbert.

GENERAL OFFICE, Riverside, Burlington Co., N. J.

Date of information, Jan., 1900. d

ROANOKE, VA.

Population in 1880, 669, in 1890, 16,159, in 1898 (local estimates), 20,000.

Roanoke Railway & Electric Co.—This company is a consolidation of the Roanoke Street Railway Co., chartered May 2, 1887, and the Roanoke Electric Light & Power Co.

CAPITAL STOCK.—Common stock, authorized, $500,000. issued, $300,000.

6 p. c. cumulative preferred stock, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $500,000, issued, $350,000; coupon, but may be registered; dated May 1, 1892, due 1922; denom. $100 and $500; int. payable May and Nov., at office of Fidelity Insurance Trust & Safe Deposit Co., of Philadelphia.

NOTE.—The unissued bonds may be issued for extensions and acquisition of new lines, and for the renewal, increase and improvement of its plant and equipment to the amount of 90 p. c. of cost.

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 50 lb. T rail; 12 cars, of which 11 are motor cars and 1 trail car; A. & S. and McIntosh & Seymour engines, Gen. Elec. and West. dynamos and motors, Gilbert and Brill cars.

OFFICERS.—Pres. H. S. Trout, V. Pres. J. F. Heyward, Sec. & Gen. Man. J. W. Hancock, Elecn. J. T. Hines, Ch. Engr. of Power Station F. O. James.

GENERAL OFFICE, Jefferson St. & Campbell Ave., Roanoke, Va.

REFERENCE.—Description of road, Vol. X, Nov., '94, p. 722 (ill.).

Date of information, May, 1899. c d

ROCHESTER, N. Y.

Population in 1880, 89,366, in 1890, 133,896, in 1897 (local estimates), 160,000.

Rochester Railway Co.—Chartered Feb. 25, 1890, for 99 years with right to renewal. Annual meeting third Tuesday in Jan. This is a consolidation of the Rochester City & Brighton R. R. Co. (incorp. May 31, 1862, under N. Y. R. R. Act of 1850), the Crosstown R. R. Co., and the South Park R. R. Co. This company owns and operates the entire street railway system in the city.

Capital Stock, authorized and issued. $5,000,000; par value, $100 per share.

Funded Debt.—$4,515,700, as follows:

Consolidated mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued $2,200,000, in escrow (see Note), $800,000; coupon, but may be registered; dated Apr. 1, 1890, due 1930; denom. $1,000; int. payable Apr. and Oct. at office of Cuyler, Morgan & Co., 44 Pine St. New York.

Debenture 6 p. c. gold bonds, authorized, $600,000, issued, $178,000; dated Mar. 1, 1891, due 1911, with privilege of redemption after 1901; denom. $500; int. payable Mar. and Sept., at office of Cuyler Morgan & Co., 44 Pine St., New York.

Second mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,280,700, in escrow, $219,300; coupon, but may be registered; dated Dec. 1, 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Security Trust Co., of Rochester, trustee of mortgage.

Rochester City & Brighton R. R. Co.'s first mortgage (originally second mortgage) 6 p. c. bonds, $500,000; dated Jan., 1, 1872, due 1902: denom. $500; int. payable Jan. and July, at office of Security Trust Co., of Rochester, trustee of mortgage.

Rochester City & Brighton R. R. Co.'s second mortgage (originally third mortgage) 6 p. c. bonds, $175,000; dated Apr. 1, 1889, due 1919; denom. $500; int. payable Apr. and Oct., at office of Security Trust Co., of Rochester, trustee of mortgage.

6 p. c. collateral trust notes, $182,000; dated Mar. 1, 1895, due 1905; int. payable Mar. and Sept., at office of Security Trust Co., of Rochester, trustee of mortgage.

Note.—$800,000 of the consolidated mortgage bonds are held in escrow by the Solicitors' Loan & Trust Co., of Philadelphia, trustee, to retire, at maturity, the two issues of the Rochester City & Brighton R. R. Co. now outstanding, amounting to $675,000.

It is provided in the first mortgage deed that the sum of $25,000 per annum from the net earnings shall be deposited with the trustee for a sinking fund.

Leased Roads.—In Sept., 1894, the company leased the property of the Rochester Electric Ry. Co. for the term of 50 years, paying a rental of $16,000 per annum, equivalent to 8 p. c. on its capital stock. It is further agreed that the lessor company is to receive, in the form of dividends, 25 p. c. of its own gross receipts above $55,000.

Franchises.—The company's franchises are perpetual and exclusive upon the streets already occupied, which are the principal ones in the city.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.
Receipts from operation	$847,441	$791,182	$817,075	$865,823
" other sources	8,253	10,209	7,660	9,160
" total	855,694	801,391	824,735	874,983
Operating expenses	593 905	494,506	488,170	515,237
Earnings from operation	261,789	306,885	336,565	359,746
Deductions from earnings.				
Interest on bonds	245,203			
Taxes	58,180	293,845	291,270	295,538
Rentals	4,673			
Net income	*46,267	13,040	45,295	64,208
Total surplus				249,057
P. c. op. ex. to total recpts	70.1	61.7	59.2	58.8

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1899.

General expenses	$71,657
Transportation expenses	294,644
Maintenance of way and buildings	72,788
" " equipment	76,148
Total	$515,237

STATISTICS OF TRAFFIC.

Year ending June 30, 1899.

Revenue passengers carried	17,502,689
Car miles run	4,904,480
Total receipts per car mile	$.176
Operating expenses per car mile	.101

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.
Cost of road & equipment	$ 9,887,845	$ 9,902,445	$ 9,959,891
Open accounts	14,001	1,141	5,616
Other assets	14,499	15,616	
Cash and materials	6,046	22,348	39,090
Stocks and bonds	167,500	167,500	167,500
2d mortgage treasury bonds	290,550		
Coupon account	20,095	20,420	22,557
Total	$10,400,536	$10,129,470	$10,194,654
LIABILITIES.			
Capital stock	$ 5,000,000	$ 5,000,000	$ 5,000,000
Funded debt	4,790,000	4,501,950	4,518,575
Bills payable	219,682	213,465	187,980
Other liabilities	119,789	113,161	149,021
Open accounts	49,956	42,526	
Accrued interest, etc	67,089	54,379	67,464
Coupon accounts	20,095	20,419	22,557
Profit and loss (surplus)	133,925	183,570	249,057
Total	$10,400,536	$10,129,470	$10,194,654

Plant and Equipment.—Miles of track owned (electric), 84.55; leased, 18.11; total, 102.66; gauge, 4 ft. 8½ in.; 45 lb. T to 107 lb. girder rail; 20 horses, 202 cars, of which 167 are motor cars and 35 trail cars, 10 snow ploughs, 5 sweepers; 3,000 H. P. station plant; Gen. Elec. and West. dynamos and motors.

Officers.—Pres Frederick Cook, V. Pres. & Gen. Man. T. J. Nicholl, Sec. G. Morehouse, Treas. Frederic P. Allen, Supt. Jos. W. Hicks, Mast. Mech. Alfred Green.

Directors.—H. Sellers McKee, Pittsburg, Pa.; Benj. Graham, N. Y. City; Horace Magee, T. DeWitt Cuyler, Philadelphia, Pa.; Jacob Gerling, JohnN. Beckley, Frederick Cook, E. Perkins, Eugene H. Satterlee, Harold P. Brewster, Geo. W. Archer, W. B. Spader, T. J. Nicholl, Rochester, N. Y.

General Office, 267 State St.

References.—Description of road, Vol. VII, Jan., '91, p. 1 (ill.); Vol. VIII, Mar., '92, p. 132 (ill.); description of power plant, Vol. VII, Apr., '91, p. 163 (ill.); description of track construction, Vol. VI, Oct., '90, p. 491 (ill.); operating detail, transfers, Vol. IX, Apr., '93, p. 257 (ill.); track construction (brief), Vol. XII, Dec., '96, p. 753; operating detail, Vol. XII, Dec. '96, p. 754 (ill.); repair shops, Vol. XII, Dec. '96, p. 760 (ill.); power house records, Vol. XII, Dec., '96, p. 762; chartered car rates, Vol. XV, Aug., '99, p. 531.

Date of information, Feb., 1900. z

Rochester & Irondequoit Railroad Co.—Chartered May 19, 1893. On Nov. 1, 1893, this company leased the property of the Rochester & Lake Ontario Ry. Co., the lease to run for and during the corporate existence of the lessor. By the terms of the lease the lessee is to pay 15 p. c. per annum upon the capital stock ($65,000) of the lessor, payable Apr. 1 and Oct. 1. Annual meeting first Monday in Nov. On May 11, 1899, H. F. Atwood was appointed receiver of this property.

Capital Stock, authorized, $1,000,000, issued, $700,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $500,000, issued, $350,000; dated Oct. 1, 1893, due 1933; int. payable Apr. and Oct.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$40,636	$43,248	$36,454	$39,567	$16,708
" other sources	21,297	24,036	11,306	9,479	14,584
" total	61,933	67,284	47.760	49,046	31,292
Operating expenses	19,265	27,742	29,373	23,177	15,000
Earnings from operation	42,668	39,542	18,387	25,869	16,292
Deductions from earnings.					
Interest on bonds	20,522	24,438	17,500	17,500	17,500
" " floating debt			14,350	11,423	13,363
Taxes	2,577	3,366	4,420	1,749	3,070
Rental	9,750	9,750	1,365	1,365	1,365
Net income	9,820	1,988	*19,248	*6,168	*19,006
Total surplus account	14,209	16,197	*3,052	*21,401	*40,407

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 6,733	$10,346	$11,817	$ 6,914	$ 5,812
Transportation expenses.	10,966	12,516	10,788	12,096	6,149
Maint. of way and build..	1,051	2,914	2,789	2,267	1,702
" " equip..	514	1,966	3,978	1,900	1,337
Total	$19,265	$27,742	$29,373	$23,177	$15,000

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	571,406	491,708	445,569	222,684
Car miles run	161,170	172,771	145,972	64,138
Total receipts per car mile	$.417	$.276	$.336	$.487
Operating expenses per car mile.	.172	.170	.158	.233

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$ 452,659	$ 458,318	$ 459,057	$ 459,057	$ 459,057
" equip	38,616	38,764	38,764	38,764	38,764
Other permanent investments	728,781	745,808	751,353	755,852	755,852
Cash and current assets	18,107	17,792	11,670	21,243	21,864
Profit and loss (deficit)			3,052	21,401	40,407
Total	$1,238,163	$1,260,682	$1,263,896	$1,296,317	$1,315,944
LIABILITIES.					
Capital stock	$ 700,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000
Funded debt	350,000	350,000	350,000	350,000	350,000
Bills payable	180	3,610		7,045	3,908
Loans	162,650	180,000	205,000	221,000	236,940
Interest	4,375	4,375	4,375	15,217	25,096
Other liabilities	6,749	6,500	4,521	3,055	
Profit and loss (surplus)	12,209	16,197			
Total	$1,238,163	$1,260,682	$1,263,896	$1,296,317	$1,315,944

Plant and Equipment.—Miles of track, 15.42; operated by electricity, 9, by steam dummy, 6.42; gauge, 4 ft. 8½ in.; 40 lb. to 56 lb. rail; 14 cars, of which 10 are motor cars and 4 trail cars; 3 dummies.

Officers.—Receiver H. F. Atwood, Pres. George W. Archer, Sec. J. C. Tone, Treas. Frederick P. Allen, Supt. Wm. E. Upton.

Directors.—John N. Beckley, Frederick Cook, W. E. Barry, Max Brickner, Wm. D. Ellwanger, Bernard Dunn, Frank Upton,

Jacob Gerling, Louis Greisheimer, George W. Archer, Wm. Purcell, Joseph C. Tone, A. Vogt, F. B. Mitchell.

General Office, Windsor Beach, town of Irondequoit. P. O. address, Rochester, N. Y.

Date of information, Dec., 1899. z

Rochester, Charlotte & Manitou Railroad Co.—Chartered Mar. 14, 1895. This company holds a charter for a steam road, and operates a line by electricity during the summer months between Charlotte and Manitou.

Capital Stock, authorized, $100,000, issued, $97,500.

Funded Debt.—First mortgage 5 p. c. bonds, authorized $82,000, issued, $81,250; dated Oct. 1, 1895; due 1925; int. payable Dec. 1.

Operation.—Year ending June 30,	1896.	1897.	1898.
Receipts from passengers	$11,043	$10,296	$11,656
" other sources	472	86	28
" total	11,515	10,382	11,684
Operating expenses	10,383	9,498	7,416
Earnings from operation	1,132	884	4,268
Deductions from earnings.			
Interest	2,370	*....	4,062
Taxes	773	950	710
Net deficit	2,011	....	504
Total deficit account	1,719	....	2,289

* Interest on bonds ($4,062) cancelled.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.
General expenses	$ 3,562	$3,205	$1,932
Transportation expenses	5,499	4,592	4,164
Maintenance of way and buildings	660	856	920
" " equipment	662	845	400
Total	$10,383	$9,498	$7,416

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.
Passengers carried	104,131	92,534	111,642
Car miles run	70,664	70,689	72,580
Total receipts per car mile	$.163	$.147	$.161
Operating expenses per car mile	.147	.134	.102

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.
Cost of road	$177,193	$177,131	$177,131
" equipment	1,179	1,179	1,179
Cash	761	757	166
Bills receivable	268	268	359
Profit and loss (deficit)	1,719	1,785	2,289
Total	$181,120	$181,120	$181,124
LIABILITIES.			
Capital stock	$97,500	$97,500	$97,500
Funded debt	81,250	81,250	81,250
Interest	2,370	2,370	2,374
Total	$181,120	$181,120	$181,124

Plant and Equipment.—Miles of track (electric), 7.75; gauge, 4 ft. 8½ in.; 40 lb. steel rail; 10 cars, of which 9 are passenger cars and 1 freight car.

Officers.—Pres. Michael Doyle, V. Pres. Emmet H. Craig, Sec. & Treas. G. L. Brown, Supt. W. H. Gillette.

Directors.—Michael Doyle, Emmett H. Craig, L. Warfield, George L. Brown, Herman Behns, J. A. Burgess, H. F. Huntington, J. V. Alexander, Hugh McMillan.

General Office, Rochester, N. Y.

Date of information, May, 1899. b c d

Irondequoit Park Railroad Co.—Chartered Oct. 18, 1895, as the successor to the Rochester & Glen Haven R. R. Co. Annual meeting second Monday in Jan. The old road has been entirely rebuilt. Operation on the new road was begun in May, 1896. The operation of this line is now controlled by the Rochester & Sodus Bay R. R. Co.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $50,000, issued, $36,000; dated June 1, 1896, due 1926; int. payable Jan. and July.

Operation.—Year ending June 30,	1897.	1898.	1899.
Gross receipts	$9,882	$10,705	$13,149
Operating expenses	8,704	8,409	9,462
Earnings from operation	1,178	2,296	3,687
Deductions from earnings.			
Interest	1,553	1,864	1,944
Taxes	635	689	794
To surplus account	*1,010	*257	949
Total surplus	932	675	1,624

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.
General expenses	$1,992	$1,583	$1,634
Transportation expenses	5,182	4,321	4,035
Maintenance of way and buildings	232	330	236
" " equipment	1,297	2,175	3,557
Total	$8,704	$8,409	$9,462

STATISTICS OF TRAFFIC.

Year ending June 30.	1897.	1898.	1899.
Passengers carried	132,134	140,249	160,972
Car miles run	46,200	45,128	50,141
Total receipts per car mile	$.214	$.237	$.262
Operating expenses per car mile	.188	.186	.188

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$ 95,662	$108,860	$110,448	$113,904
" equipment	16,373	26,533	28,012	28,012
Bills receivable	14,649			
Cash		290	715	208
Total	$126,684	$135,682	$139,175	$142,124
LIABILITIES.				
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt		28,500	36,000	36,000
Accounts payable	25,000	6,250	2,500	4,500
Profit and loss (surplus).	1,684	932	675	1,624
Total	$126,684	$135,682	$139,175	$142,124

Plant and Equipment.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 11 open cars, of which 6 are motor cars and 5 trail cars, Gen. Elec. dynamos and motors, Stephenson cars.

Officers.—Pres. C. C. Woodworth, V. Pres. Frank P. Crouch, Sec. & Treas. J. M. Taylor, Supt. Geo. C. Mills.

Directors—C. C. Woodworth, N. Brayer, Frank Ritter, C. B. Woodworth, John M. Taylor, Frank Taylor, F. P. Crouch, J. M. Taylor, J. D. Lynn.

General Office, 14 Hill St., Rochester, N. Y.

Date of information, Dec., 1899. b

Rochester & Sodus Bay Railroad Co.—This company expects to construct an electric railway from Rochester to Sodus Bay, about 40 miles, and expects to place the road in operation by April, 1900. This company also operates the Irondequoit Park R. R.

Capital Stock, authorized, $1,000,000, issued, $45,000; par value, $100 per share.

Plant and Equipment.—Miles of track (electric), 38; gauge, 4 ft. 8½ in.; 60 lb. T rail; 28 cars, of which 24 are motor cars and 4 trail cars; 1300 H. P. station plant; 2-300 K. W. Gen. Elec. 3 phase generators; Gen. Elec. motors; Jackson & Sharp and Stephenson cars; Taylor and Dupont trucks.

Officers.—Pres. T. J. Nicholl, V. Pres. George Wilder, 2d V. Pres Benj. Graham, Sec. Chas. Van Voorhis, Asst. Sec. G. G. Morehouse, Treas. John H. Gregory, Gen. Man. & Pur. Agt. H. A. Nicholl.

Directors.—T. J. Nicholl, Chas. Van Voorhis, George Wilder, Geo. G. Morehouse, H. P. Brewster, H. A. Nicholl, LeGrand Brown, D. A. Bryne, Rochester; Benjamin Graham, C. C. Cuyler, A. C. Vaughn, Benjamin Strong, New York City; T. DeWitt Cuyler, Philadelphia.

General Offices, 267 State St. and East Main St., Rochester, N. Y.

Date of information, Feb., 1900. x z

ROCHESTER, PA.

Population in 1880, 2,552, in 1890, 3,635.

People's Electric Street Railway Co.—Chartered Aug. 18, 1891, in perpetuity. Franchise granted Nov., 1891. Annual meeting second Monday in January. This company operates a line through Rochester township and boroughs of Freedom and St. Clair.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; dated May 1, 1892, due 1912; denom. $500; int. payable May and Nov., at office of Union Trust Co., of Philadelphia, trustee of mortgage.

Second mortgage 6 p. c. bonds, authorized, $25,000; issued, $5,500; held in treasury, $9,500; dated Feb. 20, 1895; due 1915; denom. $500; int. payable Feb. and Aug., at office of Union Trust Co., of Philadelphia, trustee of mortgage.

OPERATION.—Year ending June 30.	1895.	1896.	Dec. 31, 1898.	June 30, 1899.
Gross receipts	$15,091	$18,526	$21,164	$20,094
Operating expenses	11,404	14,799	12,345	13,153
Earnings from operation	3,687	3,727	8,819	6,941

Please note date of information at end of each report.

Deductions from earnings.	1895.	1896.	1898.	1899.
Interest		3,000	4,517	4,500
Taxes			401	929
Insurance			357	
Net income			3,644	1,512

NOTE.—No operating report for the year ending June 30, 1897, was made.

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1898.
Passengers carried	376,902
Car miles run	191,625
Total receipts per car mile	$.110
Operating expenses per car mile	.065

BALANCE SHEET.—Dated June 30, Dec. 31, June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$124,302	$124,550	$124,690	$131,396	$132,612
" equipment	87,017	90,547	91,278	91,504	92,992
Real estate	2,503	2,609	2,704	2,704	2.704
Cash				118	630
Other assets	1,667	1,539	1,519	1,170	1,173
Profit & loss (deficit)	5,087	4,360	4,666		
Total	$220,576	$223,605	$224,858	$226,892	$230,111
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt	50,000	50,000	60,500	65,500	75,000
Bills payable	15,145	20,452		9,549	2,988
Other liabilities	5,431	3,153	14,358	1,354	612
Profit & loss (surp.)				489	1,512
Total	$220,576	$223,605	$224,858	$226,892	$230,111

PLANT AND EQUIPMENT.—Miles of track (electric), 3.7; gauge, 5 ft. 2½ in.; 45 lb. T and 73 lb. girder rail; 8 cars; Phœnix engines; West. and Gen. Elec. dynamos and motors, Laclede and Brill cars; Brill and Dayton trucks.

OFFICERS.—Pres. Gen. Man. & Supt. H. P. Brown, Sec. J. P. Stone, Treas. C. H. Bentle, Gen. Man. Henry M. Camp, Ch. Engr. & Elecn. A. L. Fickel.

DIRECTORS.—H. P. Brown, J. G. Mitchell, Henry M. Camp, Rochester, Pa.; H. W. Reeves, Theo. P. Simpson, Jas. P. Stone, Beaver Falls, Pa.; Dan. H. Stone, Beaver, Pa.

GENERAL OFFICE, Rochester, Pa.

REFERENCE.—Description of road, Vol. VIII, Oct., '92, p. 576 (ill.).

Date of information, July 1899. b

ROCKAWAY, N. Y.

Population in 1890, 1,502.

Ocean Electric Railway Co.—This company purchased on Sept. 19, 1898, all rights and titles of the Rockaway Village R. R. Co., which was chartered Mar. 18, 1886.

CAPITAL STOCK, authorized, $50,000, issued, $35,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $20,000; dated Apr. 1, 1898, due 1918; int. payable Apr. and Oct.

OPERATION.—The following is the operating report of the Rockaway Village R. R. Co., for the years ending June 30, 1898, and the combined operation of both companies in 1899.

	1897.	1898.	1899.
Gross receipts	$ 256	$ 250	$ 1,542
Operating expenses	75	138	2,598
Earnings from oper	181	112	*1,056
Deductions from earnings.			
Interest on bonds	1,250	1,250	1,250
Taxes	82	105	9
Other deductions			*500
Deficit	1,152	1,243	2,815
Total deficit	$10,132	$11,375	$14,190

NOTE.—The road was not operated during 1896.

*During 1899, $500 was charged off on profit and loss account.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$49.724	$49.724	$49.724	$57,074
" equipment	709	909	909	
Cash assets	109	7	14	58
Profit and loss (deficit)	8,980	10,132	11,375	2,815
Total	$59,522	$60,773	$62,022	$59,947
LIABILITIES.				
Capital stock	$25,000	$25,000	$25,000	$35,000
Funded debt	25,000	25,000	25,000	20,000
Other liabilities	9,522	10,773	12,022	4,947
Total	$59,522	$60,773	$62,022	$59,947

PLANT AND EQUIPMENT.—Miles of track (electric), 1.14; gauge, 4 ft. 8½ in.; 52 lb. to 85 lb. rail; 5 open cars, of which 2 are motor cars and 3 trail cars.

OFFICERS.—Pres. W. H. Baldwin, Jr., V. Pres. G. D. Pratt, Sec. & Treas. A. C. Bedford.

DIRECTORS.—W. H. Baldwin, Jr., Geo. D. Pratt, A. C. Bedford, W. J. Kelly, A. B. Bierck, W. F. Brown, W. L. C. Allan, J. F. Keany, Brooklyn; F. E. Haff, Long Island City.

GENERAL OFFICE, 32 Nassau St., New York City.

Date of information, Dec., 1899. b

ROCKFORD, ILL.

Population in 1880, 13,129, in 1890, 23,589.

Rockford Railway Light & Power Co.—Chartered 1898, for 99 years, municipal franchise granted Oct. 10, 1898, for 25 years. This company is a consolidation of the Rockford City Street Ry Co., which was chartered Jan. 1890, and the Rockford Traction Co.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. coupon bonds, authorized and issued, $300,000; dated 1898, due 1918; int. payable May and Nov. at office of American Trust & Savings Bank, of Chicago, Ill.

By this issue the outstanding second mortgage bonds, $70,000, of the Rockford City Street Ry. Co. were redeemed, and $150,000 are held in treasury for the redemption of that company's first mortgage bonds, dated 1890, due 1910, which may be called for payment in May 1900, or thereafter, at par and accrued interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 45 lb. to 72 lb. T rail; 40 cars, of which 34 are motor cars and 6 trail cars; 450 H. P. station plant; Ball and Ide engines, Gen. Elec. dynamos and motors, Laclede and St. Louis cars.

OFFICERS.—Pres. R. N. Baylies, V. Pres. H. W. Price, Sec. & Treas. W. F. Woodford, Gen. Man. & Supt. T. M. Ellis, Ch. Engr. M. Mayfield, Elecn. H. J. Termolhen.

DIRECTORS.—G. W. Wattles, John Farson, Gilbert Woodruff, Henry W. Price, R. N. Baylies.

GENERAL OFFICE, 306 W. State Street, Rockford, Ill.

Date of information, Feb., 1900. x

Rock River Railway Co.—This company has been organized and has its road in process of construction.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 30; gauge, 4 ft. 8½ in.; 60 lb. T rail; 2-650 K. W. generators, 7 motor cars.

OFFICERS.—Pres. & Gen. Man. E. M. Hopkins, V. Pres. F. G. Jones, Treas. Charles Schneider, Sec. J. S. Ticknor, Ch. Engr. J. B. Bertolet, Elecn. C. H. Dunderdale.

GENERAL OFFICE, Rockford, Ill.

Date of information, Feb., 1900. x

ROCKLAND, ME.

Population of Rockland, Thomaston and Camden in 1880, 15,002; in 1890, 15,804.

Rockland, Thomaston & Camden Street Railway Co.—Chartered June 27, 1891. This road is a consolidation of the Camden & Rockport Street R. R. Co. and the Rockland Street Ry. Co.

CAPITAL STOCK, authorized, $300,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $250,000; dated May 1, 1892, due 1922; int. payable Jan. and July, at office of National Exchange Bank, of Boston.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$	$56,698	$46,899	$48,029	$49,359
" other sources		10,590	19,883	20,194	20,853
" total	63,111	67,288	66,782	68,223	70,212
Operating expenses	43,112	41,773	41,089	42,787	40,914
Earnings from operation	19,999	25,515	25,693	25.436	29,298
Deductions from earnings.					
Interest and taxes	14,564	14,682	14,458	14,133	13,585
Net income	5,435	10,833	11,235	11,303	15,713
Total surplus account	22,685	33,518	44,754	56,057	71,770

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Main. of way and bldgs	$ 3,198	$ 4,400	$ 6,350	$ 8,115	$ 6,986
" " equipment	6,203	6,488	3,400	3,579	4,460
Cond'ct'g transportation	30,131	27,099	26,502	26,740	25,618
General expenses	3,580	3,786	4,837	4,353	3,850
Total	$43,112	$41,773	$41,089	$42,787	$40,914

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	979,548	937,973	960,578	987,173
Car miles run	242,711	269,059	268,609	278,949
Total receipts per car mile	$.277	$.248	$.254	$.251
Operating expenses per car mile.	.172	.152	.159	.145

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$303,710	$317,809	$318,070	$317,133	$323,932
Cash and current assets	739	3,910	1,882	255,946	253,499
Other assets	3,956	4,239	5,550	9,331	3,963
Total	$308,405	$325,958	$325,503	$582,410	$581,394
LIABILITIES.					
Capital stock				$250,000	$250,000
Funded debt	$185,000	$250,000	$250,000	250,000	250,000
Current liabilities	100,721	42,439	30,749	26,352	9,624
Profit and loss (surplus).	22,685	33,519	44,754	56,057	71,770
Total	$308,405	$325,958	$325,503	$582,410	$581,394

PLANT AND EQUIPMENT.—Miles of track (electric), 17.2; gauge, 4 ft. 8½ in.; 50 lb. T rail; 23 cars, of which 17 are motor cars, 2 trail cars, 2 flat cars, 1 mail and baggage car; 1 motor freight car; 32 motors; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Briggs cars.

OFFICERS.—Pres. G. E. Macomber, V. Pres. S. M. Bird, Sec. H. M. Heath, Treas. A. D. Bird, Supt. & Pur. Agt. Thos. Hawken, Elecn. V. Chisholm, Ch. Engr. of Power Station L. C. Jackson.

DIRECTORS.—George E. Macomber, John F. Hill, Augusta, Me.; H. L. Shepherd, Rockport, Me.; S. M. Bird, W. T. Cobb, W. S. White, A. F. Crockett, Rockland, Me.

GENERAL OFFICE, Rockland, Me.

REFERENCES.—Description of car, Vol. IX, Mar., '93, p. 164 (ill.); mail service, Vol. XIII, Aug., '97, p. 465.

Date of information, Mar., 1900. b z

ROCKPORT, MASS.

Population in 1880, 3,912, in 1890, 4,087,

Rockport Street Railway Co.—This company has been consolidated with the Gloucester Street Ry. which has since been merged into the Lynn & Boston R. R. The capital stock of these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $100,000.

OPERATION.—	3 mos. ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	Sept. 30, 1898.	Sept. 30, 1899.
Gross receipts	$10,754	$28,539	$28,433	$30,072
Operating expenses	3,189	20,089	19,785	21,153
Earnings from operation	7,565	8,450	8,648	8,919
Deductions from earnings.				
Int. on floating debt		690	1,050	1,053
Taxes		1,526	1,569	2,080
Net income		6,234	6,029	5,786
Dividends paid		3,000	6,000	3,000
To surplus account	7,565	3,234	29	2,786
Total surplus account	7,565	9,482	9,511	12,297

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$ 1,457	$ 1,222	$ 1,438
Maintenance of way and buildings	1,239	1,991	1,370
" " equipment	1,165	1,410	1,126
Transportation expenses	16,228	15,162	17,219
Total	$20,089	$19.785	$21,153

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	570,285	567,164	600,462
Car miles run	147,553	146,377	146,968
Total receipts per car mile	$.193	$.194	$.204
Operating expenses per car mile	.136	.135	.144

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$ 91,652	$ 92,184	$ 92,184	$ 92,184
" equipment	19,374	19,541	19,541	19,541
Land and buildings	13,237	13,247	13,247	13,247
Cash and current assets	3,503	5,389	4,607	10,138
Total	$127,766	$130,361	$129,579	$135,110
LIABILITIES.				
Capital stock	$100,000	$100,000	$100,000	$100,000
Loans and bills payable	20,201	19,353	18,499	22,212
Accrued liabilities		1,526	1,569	600
Profit and loss (surplus)	7,565	9,482	9,511	12,298
Total	$127,766	$130,361	$129,579	$135,110

PLANT AND EQUIPMENT.—Miles of track (electric), 7.54; 8 motor cars; Gen. Elec. and West. dynamos and motors.

OFFICERS.—Pres. Elwin C. Foster, Sec. Edwin L. Stone, Treas. Chas. Williams, Supt. A. R. Hallowell.

DIRECTORS.—Elwin C. Foster, Chas. Williams, Patrick F. Sullivan, Jos. H. Goodspeed, Edwin L. Stone.

GENERAL OFFICE.—333 Union St., Lynn, Mass.

REFERENCES.—Operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Feb., 1900. b z

ROME, GA.

Population in 1880, 3,877, in 1890, 6,950, in 1895, 8,000.

The City Electric Railway Co.—Chartered in 1894, as a successor to the Rome Street Ry. Co., which was sold under foreclosure July 5, 1894. This company, besides its street car traffic, furnishes electric lights, having recently purchased the plant of the Rome Lighting Co. It has recently extended its lines 1½ miles to a park of its own containing 25 acres.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000, dated Oct. 1, 1894, due 1914; denom. $1,000; int. payable Apr. and Oct., at office of American Security & Trust Co., of Washington, D. C.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass., rent, etc.	$14,262	$14,134	$16,392	$16,654	$18,942
" power furnished	6,153	6,949	6,630	6,857	9,790
" total	20,415	21,083	23,022	23,511	28,732
Operating expenses	*16,579	16,394	*18,420	*21,780	23,381
Earnings from operation	3,836	4,689	4,602	1,730	5,351
Deduction from earnings.					
Interest		4,250	4,250	4,625	
Net income		439	352	†2,895	

*Including insurance and taxes.
†Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 12 motor cars, Gen. Elec. and West. dynamos and motors, Brill, Lamokin and own cars.

OFFICERS.—Pres. Seymour Cunningham, Sec. R. A. Denny, Treas. Gen. Man. Supt. & Pur. Agt. J. B. Marvin, Ch. Engr. John Watts, Elecn. D. J. Kerr.

DIRECTORS.—Seymour Cunningham, James M. Green, R. A. Denny, J. L. Bass, Ed. S. McCalmont.

GENERAL OFFICE, 1st St. and 8th Ave., Rome, Ga.

Date of information, Feb., 1900. z

ROME, N. Y.

Population in 1880, 12,194, in 1890, 14,991, in 1900, 18,000.

Rome City Street Railway Co.—Chartered Dec. 22, 1885. Annual meeting third Wednesday in Apr. In Apr., 1899, it was announced this property had been sold to a syndicate, who have rebuilt the road and now operate it by compressed air motors.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share. In 1899 authority given to increase to $150,000.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$	$6,000	$4,546	$4,986	$5,439
" other sources		115	271	238	16
" total	5,695	7,105	6,115	4,817	5,455
Operating expenses	6,942	6,559	5,085	5,800	8,364
Earnings from operation	163	†444	†268	†576	†2,909
Deductions from earnings					
Interest on bonds	7,500	4.223			
" " floating debt	84			9	97
Taxes	555	183	202	131	194
Deficit	4,699	627	470	716	†3,200
Total deficit	‡115	512	982	1,698	4,898

† Deficit. ‡ Surplus.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$ 837	$ 593	$ 679	$3,011
Transportation expenses	4,645	4,226	4,502	4,819
Maintenance of way and buildings.	857	99	202	176
" " equipment	220	167	417	358
Total	$6,559	$5,085	$5,800	$8,364

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	120,007	90,926	100,000	110,000
Car miles run	59,483	50,570	56,812	63,259
Total receipts per car mile	$.102	$.095	$.092	$.086
Operating expenses per car mile.	.111	.100	.102	.132

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$50,000	$50,000	$50,000	$50,000	$50,000
Cash assets	193	260	175	648	361
Other assets		248	185		
Profit and loss (deficit)	277	512	982	1,698	4,898
Total	$50,470	$51,020	$51,342	$52,346	$55,259
LIABILITIES.					
Capital stock	$50,000	$50,000	$50,000	$50,000	$50,000
Bills payable	354	1,020		1,000	5,259
Other liabilities			1,342	1,346	
Profit and loss (surplus)	115				
Total	$50,470	$51,020	$51,342	$52,346	$55,259

PLANT AND EQUIPMENT.—Miles of track (horse), 6.75; gauge, 4 ft. 8½ in.; 38½ lb. girder rail; 20 horses, 12 cars; Stephenson cars.

OFFICERS.—Pres. John S. Wardwell, V. Pres. A. C. Kessinger, Sec. & Treas. Wm. P. Rayland. Gen. Man. J. W. Brown.

DIRECTORS.—John S. Wardwell, A. C. Kessinger, Wm. R. Huntington, Edward Comstock, Thomas H. Stryker, Wm. P. Rayland.

GENERAL OFFICE, 115 John St., Rome, N. Y.

Date of information, Feb., 1900. b z

RUTHERFORD, N. J.

Population in 1880, 2,299, in 1890, 2,293.

Newark & Hackensack Traction Co.—Chartered in 1899 as the successor to the Union Traction Co., which was chartered Nov. 2, 1894, and whose property was sold under foreclosure of mortgage on Jan. 27, 1899.

Capital Stock.—Unknown.

Funded Debt.—Unknown.

Operation.—Year ending Dec. 31,	1897.	1898.
Total receipts	$14,772	$22,721
Operating expenses	15,265	32,219
Earnings from operation	*$ 507	*$ 9,498

*Deficit.

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 70 lb. T and girder rail; 7 motor cars; 1,000 H. P. station plant, McIntosh & Seymour engines, Sterling boilers, Crocker-Wheeler dynamos, Gen. Elec. motors, Jackson & Sharp cars, Peckham trucks.

Officers.—Pres. W. McCormick, V. Pres. W. C. Giles, Treas. John H. Coon.

General Office, Rutherford, N. J.

Reference.—Receivership, Vol. XIV, Feb., '98, p. 84.

Date of information, Feb., 1899. b

RUTLAND, VT.

Population in 1880, 12,149, in 1890, 11,759. The decrease in population is due to subdivision of territory.

Rutland Street Railway Co.—Chartered 1885. Annual meeting June 30.

CAPITAL STOCK, authorized, $150,000, issued, $125,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $100,000, issued, $81,600; dated, 1894; denom. $1,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 62 lb. T rail; 11 cars, of which 9 are motor cars and 2 trai cars; West. motors, Brill and Stephenson cars; rent power.

OFFICERS.—Pres. J. W. Cramton, V. Pres. G. T. Chaffee, Sec. S. M. Willson, Treas. N. K. Chaffee, Supt. M. McKeogh.

DIRECTORS.—J. W. Cramton, G. T. Chaffee, N. K. Chaffee, S. M. Willson, E. C. Tuttle, F. C. Partridge, T. W. Moloney, F. R. Patch, M. McKeogh.

GENERAL OFFICE, S. Main St., Rutland, Vt.

Date of information, Feb., 1900. z

SACO, ME.

Population in 1880, 6,389, in 1890, 6,075; in 1899 (local estimates), 7,200.

Saco River Electric Street Railroad.—Chartered in Nov., 1897, in perpetuity. Annual meeting in Sept. This company will carry passengers, freight and U. S. mail, and expects to commence operation by fall of 1900.

CAPITAL STOCK, authorized and issued, $250,000; par value $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. registered gold bonds, authorized and issued, $200,000; dated Feb. 1, 1898, due 1928; denom. $1,000; int. payable Feb. and Aug., at office of Massachusetts Loan & Trust Co., trustee of mortgage.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 56 lb. rail; 20 cars, of which 18 are motor cars and 2 trail cars.

OFFICERS.—Pres. E. F. Walker, V. Pres. J. A. Walker, Treas. F. B. Sweeter.

DIRECTORS.—E. F. Walker, I. A. Walker, W. N. Henderson, Philadelphia, Pa.; F. B. Sweeter, Camden, N. J.; F. A. Hobart, E. B. Loring, of Boston, Mass.; F. H. Hargraves, Buxton, Mass.

GENERAL OFFICE, 432 Tremont Building, Boston, Mass.

Date of information, Dec., 1899. b

SACRAMENTO, CAL.

Population in 1880, 21,420, in 1890, 26,386, in 1895, 35,000.

Sacramento Electric, Gas & Railway Co.—Chartered Apr. 4, 1896, as a consolidation of the Sacramento Electric Power & Light Co., and the Folsom Water Power Co. Annual meeting fourth Thursday in Jan. This company also owns the capital stock of the Capital Gas Co.

CAPITAL STOCK, authorized and issued, $2,500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $2,100,000; coupon, but may be registered; dated Nov. 1, 1897, due 1927; denom. $1,000; int. payable at office of California Safe Deposit & Trust Co., of San Francisco, trustee of mortgage.

FRANCHISES.—Municipal franchises will expire Oct. 6, 1942.

OPERATION.—Includes the operation of the electric lighting and power plants for the years ending Jan. 31,	1899.	1900.
Gross receipts	$219,589	$333,820
Operating expenses including taxes	174,567	158,925
Earnings from operation	105,022	174,895
Deductions from earnings.		
Interest on bonds	110,115	110,115
Net income	*5,093	64,780
To surplus account	*5,093	64,782
Total surplus account	*21,743	†35,137

*Deficit.

†After charging off $7,900 to account of profit and loss.

BALANCE SHEET.—Dated Jan. 31,

ASSETS.	1899.	1900.
Cost of properties and equipment	$2,871,727	$2,897,727
" franchises and licenses	19,450	19,450
Stock and bonds of other companies	13,775	266,186
Bills and accounts receivable	22,341	36,522
Cash	16,539	13,775
Contingent fund	800	1,700
Material and supplies	15,956	13,527
Profit and loss (deficit)	21,743	
Total	$2,982,331	$3,248,887
LIABILITIES.		
Capital stock	$ 831,640	$1,020,050
Funded debt	2,100,000	2,100,000
Bills and accounts payable	21,241	67,954
Accrued interest	29,450	24,746
Profit and loss (surplus)		35,137
Total	$2,982,331	$3,248,887

NOTE.—The company operates their entire plant by water power at Folsom 24 miles from Sacramento and has a contract for supplementary power, when required, with the Yuba Electric Power Co. to the extent of 5000 H. P.

PLANT AND EQUIPMENT.—Miles of track (electric), 24.5, gauge, 4 ft. 8½ in.; 56 lb. combination rail; 40 motor cars; 4000 H. P. of station plant, (auxiliary); Gen. Elec. dynamos, Gen. Elec. and Sprague motors; various cars, Brill trucks; water power.

OFFICERS.—Pres. Thomas Addison, V. Pres. Alex McCallum, Sec. & Treas. Albert Gallatin, Jr., Gen. Man. Albert Gallatin, Supt. F. A. Ross, Pur. Agt. W. L. Rennie, Elecn. & Ch. Engr. of Power Station C. W. Hutton, Ch. Engr. C. L. Knight.

Please note date of information at end of each report.

DIRECTORS.—Albert Gallatin, Thomas Addison, F. F. Barbour, Alex McCallum, W. E. Brown.

GENERAL OFFICE, 6th and H Sts., Sacramento, Cal. San Francisco office, Claus Spreckels Bldg.

Date of information, Mar., 1900. z

SADDLE RIVER, N. J.

Population in 1880, 1,355, in 1890, 2,197.

Saddle River Traction Co.—In Nov., 1899, this company, which is now constructing its railway, became part of the Jersey City, Hoboken & Paterson St. Ry. Co.'s system, Hoboken, N. J.

GENERAL OFFICE, 21 Hudson Place, Hoboken, N. J.

Date of information, Dec., 1899. x

SAGINAW, MICH.

Population in 1880, 10,525, in 1890, 46,332; in 1896 (local estimates), 60,000.

Saginaw Valley Traction Co.—This is a consolidation in 1899, of the Union Street Ry. Co., the Saginaw Consolidated Street Ry. Co., and the Inter-Urban Ry., to Bay City, being all the street railway companies in operation in the city and suburbs of Saginaw, Mich. The company commenced business Jan. 10, 1899.

CAPITAL STOCK, $1,100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $850,000; int. payable at the office of the Boston Safe Deposit & Trust Co., trustee of mortgage. It is understood these bonds were issued for the purpose of retiring all the bonds of the constituent companies.

PLANT AND EQUIPMENT.—Miles of track (electric), 40; gauge 4 ft. 8½ in.; 51 moter cars ; Hamilton-Corliss engines, Gen. Elec. and West dynamos and motors.

OFFICERS.—Pres. Homer Loring, Sec. Chas. S. Smith, Treas. F. D. Ewen, Supt. L. N. Richardson, Engr. Henry E. Warren.

EXECUTIVE COMMITTEE OF BOARD OF DIRECTORS.—Thos. A. Harvey (Chairman), Geo. B. Morley, G. M. Stark.

Date of information, May, 1899. z

ST. CATHERINES, ONT.

The present combined population of Port Dalhousie, St. Catherine's, Meritton and Thorold is placed by local estimates at 18,500.

Port Dalhousie, St. Catherines & Thorold Electric Street Railway Co., Ltd.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 4 ft. 8½ in.; 56 lb. and 66 lb. T rail; 12 cars, of which 10 are motor cars, and 2 trail cars; Gen. Elec. dynamos and motors; water power.

OFFICERS.—Pres. Geo. Dawson, V. Pres. H. C. Symmes, Sec. & Man. H. D. Symmes.

Date of information, May, 1896.

ST. CLOUD, MINN.

Population in 1880, 2,462, in 1890, 7,686, in 1895, 9,876.

Benton Power and Traction Co.—This company is the successor by purchase of the St. Cloud City Street Car Co., and is now operating St. Cloud & Sauk Rapids Electric Rys.

CAPITAL STOCK, $50,000.

FUNDED DEBT, $18,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.33; gauge, 4 ft. 8½ in.; 40 lb. T rail; 8 motor cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. C. M. Hertig, Treas. & Supt. E. E. Clark, Elecn. F. B. Daten.

Date of information, Feb., 1899. z

ST. JOHN, N. B.

Population in 1881, 26,127, in 1891, 24,184, in 1897 (local estimates), 45,000.

The Saint John Railway Co.—This company owns and operates the street railway, gas works and electric lighting plant of St. John.

CAPITAL STOCK, authorized and paid in, $500,000.

FUNDED DEBT.—$475,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 74 lb. special T rail; 22 motor cars; West. dynamos and motors.

OFFICERS—Pres. James Ross, V. Pres. J. M. Robinson, Sec. & Man. M. Neilson, Elecn. H. A. Brown, Ch. Engr. of Power Station Thomas Irwin.

Date of information, Feb., 1900. x

ST. JOHNSBURY, VT.

Population in 1880, 3,360, in 1890, 3,857.

St. Johnsbury Street Railroad Co.—Chartered in 1896 for 5 years. Municipal franchises granted in 1897 for 30 years. This road it is understood is to be constructed in 1900.

CAPITAL STOCK, authorized, $205,000.

FUNDED DEBT.—5 p. c. gold coupon bonds, authorized, $150,000.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track, 12; gauge, 4 ft. 8½ in.

OFFICERS.—Pres. F. C. Kennedy, Sec. Arthur F. Stone, Treas. John J. Flynn.

Date of information, Feb., 1900. z

ST. JOSEPH, MICH.

Population in 1880, 2,603, in 1890, 3,733, in 1896 (local estimates), 5,000.

St. Joseph & Benton Harbor Street Railway Co.—Chartered 1884. This company is the successor to the St. Joseph & Benton Harbor Electric Ry. & Light Co.

CAPITAL STOCK.—$100,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $200,000; dated July 1, 1893, due 1912; int. payable Jan. and July, at office of Illinois Trust & Savings Bank, of Chicago, Ill., trustee of mortgage.

The following is the combined operation report for the street railway and lighting plants:

OPERATION.—Year ending Dec. 31,	1898.	1899.
Gross receipts	$55,691	$62,652
Operating expenses	35,255	39,134
Earnings from operation	20,436	23,518
Deduction from earnings.		
Interest	11,703	11,774
Net income	8,733	11,744

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 52 lb. T and girder rail; 24 cars, of which 13 are motor cars and 11 trail cars; 750 H. P. station plant; Williams engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. W. Worth Bean, Sec. & Treas. W. H. Hull, Supt. H. C. Mason, Ch. Engr. & Ch. Engr. of Power Station M. E. Leighton, Elecn. A. L. Ide.

DIRECTORS.—W. W. Bean, E. Brant, W. H. Hull, H. C. Mason, G. M. Bell.

GENERAL OFFICE, St. Joseph, Mich.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 290.

Date of information, Feb., 1900. z

ST. JOSEPH, MO.

Population in 1880, 32,431, in 1890, 52,324, in 1897, 60,000.

St. Joseph Railway, Light, Heat & Power Co.—Chartered Nov. 8, 1895, as a successor to the St. Joseph Traction & Lighting Co., which was sold under foreclosure of mortgage on Oct. 7, 1895. The company also operates an electric lighting and steam heating plant.

Capital Stock.—Common stock, authorized and issued, $2,000,000; par value, $100 per share.

Preferred stock, authorized and issued, $1,500,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 33; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T and girder rail; 3 horses, 140 cars, of which 95 are motor cars and 45 trail cars; A. & S. and Williams 2,400 H. P. engines, Gen. Elec. and West. dynamos and motors, Brill, Gilbert. St. Louis and Stephenson cars.

Officers.—Pres. E. H. Harriman, Sec. & Treas. Chas. C. Tegethoff, V. Pres. & Gen. Man. W. T. Van Brunt, Supt. of Railway J. H. Van Brunt, Supt. Light and Power, Chas. E. Roehl, Ch. Engr. of Power Station Chas. Montgomery.

General Office, St. Joseph, Mo.; New York office, 120 Broadway.

References.—Financial standing, Vol. IX, July, '93, p. 419; increase of bonds, Vol. IX, Aug., '93, p. 558.

Date of information, Nov., 1899. x

ST. LOUIS, MO.

Population in 1880, 350,518, in 1890, 451,770. The population of Carondelet township in 1880 was 5,691, and in 1890, 6,180. The total present population of the city and suburbs is approximately 750,000 by municipal census.

United Railways Co. of St. Louis is a corporation chartered by the state of Missouri March 11, 1898. The city of St. Louis, by ordinance No. 19,352, passed on the 12th day of Apr., 1898, authorized it to build 79.50 miles of street railroad on several of the most im-

portant streets, and gave it the further authority to acquire by lease or purchase any other street railroad in that city. This franchise runs for fifty years from the date of its passage. This company has acquired all the operating street railways in St. Louis except the St. Louis & Suburban system.

The companies absorbed and the amount of the stock of each which was acquired are here given:

	Shares Issued.	Shares Acquired.
Jefferson Avenue Railroad Co.	4,000	4,000
Lindell Railway Co.	100,000	99,994
Missouri Railroad Co.	22,986	22,986
National Railway Co.	25,000	24,950
St. Louis Traction Co.	20	20
Southern Electric R. R. Co., preferred	10,000	9,953
Southern Electric R. R. Co., common	5,000	5,000
Union Depot Railroad Co.	30,000	30,000
Compton Heights, Union Depot & Merchant's Terminal R. R. Co	10,000	10,000
Clayton & Forest Park Railway Co.	661	634
Delmar Avenue & Clayton Railway Co.	50	50
Midland Street Railway Co	2,000	2,000
St. Louis Cross County Railroad Co.	1,000	1,000
St. Louis, Clayton & Creve Coeur Lake R. R. Co.	120	120
St. Louis County Street Railway Co.	467	467
Taylor Avenue Railway Co	5,000	5,000
Vandeventer Avenue Railroad Co.	200	200
Forest Park, Laclede & Fourth Street Ry. Co.	937	937
Cass Avenue & Fair Grounds Ry. Co.	40,000	40,000
Citizen's Railway Co.	10,000	9,997
Northern Central Ry. Co	2,000	2,000
Union Railroad Co	12,000	12,000
Grand Avenue Railway Co.	100	100
St. Louis Railroad Co.	19,387	13,016
Total.	300,928	294,424

Capital Stock.—Common, authorized, $25,000,000, issued, $17,347,500, held in treasury, $7,652,500 (see Note).

Preferred, authorized, $20,000,000, issued, $11,565,000, held in treasury, $8,435,000 (see Note).

Funded Debt.—General first mortgage 4 p. c. bonds, authorized, $45,000,000, issued, $23,000,000, held in escrow, $14,000,000, held in treasury, $8,000,000 (see Note); dated Sept. 20, 1899, due July 1, 1934; int. payable Jan. and July, at its office or agency in the city of New York (See report of St. Louis Transit Co.).

Note.—The amounts given as issued for common and preferred stocks and general mortgage bonds were paid to the stockholders of the several constituent companies. The $14,000,000 of general mortgage bonds are held to retire at maturity the underlying liens of the several companies. $7,652,500 of common stock, $8,435,000 of preferred stock, and $5,000,000 of the $8,000,000 of general mortgage bonds, given as held in treasury, are reserved for future acquirements, betterments and improvements, and the remaining $3,000,000 of the $8,000,000 of bonds held in treasury are reserved for the special purpose of acquiring, whenever it may be thought desirable, the properties of the St. Louis & Suburban system.

Bond Issues of Constituent Companies.

Total, $13,980,000.

JEFFERSON AVENUE SYSTEM.

Jefferson Avenue Railroad Co.'s first mortgage 5 p. c. bonds, authorized, $400,000, issued, $277,000; dated, 1895, due 1905; int. payable May and Nov.

LINDELL SYSTEM.

Lindell Railway Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Aug. 1, 1891, due 1911; denom. $1,000; int. payable Feb. and Aug., in New York and St. Louis; trustee of mortgage, Mercantile Trust Co., of New York.

Compton Heights, Union Depot & Merchants' Terminal Railway Co.'s First mortgage 6 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated July 1, 1893; due 1913; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, or St. Louis Trust Co., of St. Louis, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Lindell Ry. Co.

Taylor Avenue Street Railway Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July. These bonds are guaranteed, principal and interest, by the Lindell Ry. Co.

MISSOURI SYSTEM.

Missouri Railroad Co.'s first mortgage 5 p. c. bonds, authorized $1,000,000, issued, $700,000; coupon, but may be registered; dated 1896, due 1906, with privilege of redemption after 1901 upon payment of 5 p. c. premium; denom. $1,000; int. payable Mar. and Sept.

Forest Park, Laclede Avenue & Fourth Street Ry. Co.'s 7 p. c. bonds, $92,100; due 1900.

NATIONAL SYSTEM.

St. Louis Railroad Co.'s first mortgage 5 p. c. coupon bonds, authorized. $2,000,000, issued, $1,948,000; dated May 1, 1890, due 1900–1910 at company's option; denom. $1,000; int. payable May and Nov.

Baden & St. Louis Railroad Co.'s first mortgage 5 p. c. gold bonds, $250,000; dated July 1, 1893, due 1913; int. payable Jan. and July; trustee of mortgage, Northern Trust Co. of Chicago.

Cass Avenue & Fair Grounds Railway Co.'s first mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued, $1,813,000; coupon, but may be registered; dated 1892, due 1912, but subject to call at 102 on July 1st of any year; denom. $1,000; int. payable Jan. and July, at office of Northern Trust Co., of Chicago, Ill., trustee of mortgage. These bonds are guaranteed by the National Ry. Co.

Note.—The mortgage deed provides for a sinking fund of $10,000 per annum.

Citizens' Railway Co.'s first mortgage 6 p. c. coupon bonds, issued, $1,500,000; dated 1887, due 1907; denom. $1,000; int. payable Jan. and July, at office of National Bank of Commerce, of New York; trustees of mortgage, Rufus J. Lackland and Thos. E. Tutt.

ST. LOUIS TRACTION SYSTEM.

People's Railway Co.'s first mortgage 6 p. c. coupon bonds, authorized and issued, $125,000; dated 1882, due 1902, but subject to call after 1892; denom. $1,000; int. payable June and Dec.

Second mortgage 7 p. c. registered bonds, authorized and issued, $75,000; dated 1886, due 1902, but subject to call after May 1, 1896; denom. $1,000; int. payable May and Nov.

SOUTHERN ELECTRIC SYSTEM.

Southern Electric Railway Co.'s first mortgage 6 p. c. bonds, authorized, $200,000; issued, $164,000; dated 1884, due 1904; int. payable May and Nov.; trustee of mortgage, Charles F. Herman, of St. Louis, Mo.

Consolidated mortgage 6 p. c. bonds, authorized $500,000, issued $336,000; in escrow, to retire first mortgage bonds, $164,000; coupon, but may be registered; dated 1889, due 1909; denom. $1,000; int. payable May and Nov.; trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville, Ky.

Mortgage of 1896 5 p. c. gold coupon bonds authorized and issued, $200,000; dated Aug. 1, 1896, due 1916; denom. $1,000; int. payable Feb. and Aug., at office of Fidelity Trust & Safety Vault Co., Louisville, Ky., and Mississippi Valley Trust Co., St. Louis, Mo., trustees of mortgage.

UNION DEPOT SYSTEM.

Union Depot Railroad Co.'s first consolidated mortgage 6 p. c. gold bonds, authorized and issued, $791,000; coupon, but may be registered; dated Oct. 1, 1890, due 1910, but subject to call after Oct. 1, 1900; int. payable Apr. and Oct.

Consolidated mortgage 6 p. c. gold bonds, authorized, $3,500,000, issued, $2,409,000; coupon, but may be registered; dated June 1, 1893, due 1918; denom. $1,000; int. payable June and Dec. at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

Mound City R. R. Co.'s first mortgage 6 p. c. gold bonds, $300,000; dated Oct. 1, 1890, due 1910, but subject to call after Oct. 1, 1900; int. payable Jan and July.

Funded Indebtedness of United Railways Company of St. Louis, and its Constituent Companies.

	Amount.	When Due.
United Railways Co.'s first mortgage 4 p. c. gold bonds	$23,000,000	July 1, 1934.
CONSTITUENT COMPANIES.		
Baden & St. Louis Railroad Co.'s first mortgage 5 p. c. bonds	250,000	July 1, 1913.
Cass Avenue & Fair Grounds Railway Co.'s first mortgage 5 p. c. bonds	1,813,000	July 1, 1912.
Citizen's Railway Co.'s first mortgage 6 p. c. bonds	1,500,000	July 1, 1907.
Compton Heights, Union Depot & Merchant's Terminal Railroad Co.'s first mortgage 6 p. c. bonds	1,000,000	July 1, 1913.
Forest Park, Laclede & Fourth Street Railway Co.'s first mortgage 7 p. c. bonds	92,100	June 1, 1900.
Jefferson Avenue Railroad Co.'s first mortgage 5 p. c. bonds	277,000	Nov. 1, 1905.
Lindell Railway Co.'s first mortgage 5 p. c. bonds	1,500,000	Aug. 1, 1911.
Missouri Railroad Co.'s first mortgage 5 p. c. bonds	700,000	Mar. 1, 1906.
Mound City Street Railway Co.'s (subsequently acquired by Union Depot Railroad Co.) first mortgage 6 p. c. bonds	300,000	Oct. 1, 1910.
People's Railway Co.'s (property now owned by St. Louis Traction Co.) first mortgage 6 p. c. bonds	125,000	May 1, 1902.
People's Railway Co.'s (property now owned by St. Louis Traction Co.) second mortgage 7 p. c. bonds	75,000	May 1, 1902.
St. Louis Railroad Co.'s first mortgage 5 p. c. bonds	1,948,000	May 1, 1910.
Southern Railway Co.'s (subsequently acquired by Southern Electric Railroad Co.) first mortgage 6 p.c. bonds	164,000	May 1, 1904.

Please note date of information at end of each report.

	AMOUNT.	WHEN DUE.
Southern Railway Co.'s (subsequently acquired by Southern Electric Railroad Co.) first mortgage 6 p.c. bonds	336,000	May 1, 1915.
Southern Electric Railroad Co,'s first mortgage 5 p. c. bonds	200,000	Aug. 1, 1916.
Taylor Avenue Railway Co.'s first mortgage 6 p. c. bonds	500,000	July 1, 1913.
Union Depot Railroad Co.'s first mortgage 6 p. c. bonds of 1890	791,000	Oct. 1, 1910.
Union Depot Railroad Co.'s first mortgage 6 p. c. bonds of 1893	2,409,000	June 1, 1918.
Total funded indebtedness of the constituent companies..		$13,980,100
Total funded indebtedness of the United Railways Co.'s..		$36,980,100

Operation.—The combined figures of the constituent companies for the year ending June 30, 1899, and the fixed charges as they will be after reorganization, are as follows:

Gross earnings	$5,412,557
Operating expenses, including taxes	3,380,458
Earnings from operation	2,032,099
Other income	4,566
Total income	2,036,665
Deductions from income.	
Interest on old bonded debts	773,597
" " new issue ($23,000,000)	920,000
Other deductions	76,186
Net income under reorganization	$266,882

PLANT AND EQUIPMENT CONTROLLED.

	Cable.	Electric.	Total.
JEFFERSON AVENUE RAILROAD CO.		6.79	6.79
LINDELL RAILWAY SYSTEM.			
Chouteau Avenue		13.80	
Compton Heights		11.10	
Delmar Avenue		14.20	
Page Avenue		5.00	
Spalding Avenue		1.60	
Taylor Avenue		7.60	
Tiffany Avenue		1.00	
Vandeventer Avenue		5.80	60.10
County roads:			
Clayton & Forest Park		4.44	
Delmar & Clayton		5.11	
Midland		10.31	
St. Louis, Clayton & Creve Coeur Lake		2.00	
St. Louis County Street Ry		2.90	
St. Louis Cross County R. R			24.76
MISSOURI RAILROAD SYSTEM.			
Laclede Avenue		6.75	
Market Street		10.00	16.75
Olive Street Line	9.06		9.06
NATIONAL RAILWAY SYSTEM.			
Cass Avenue Line		13.61	
Citizens' Line		16.36	
Northern Central		10.51	
Union Line		10.35	
Baden & St. Louis R. R		6.65	
Southwestern		7.47	64.95
St. Louis R. R. Co	14.62		14.62
ST. LOUIS TRACTION SYSTEM	9.60		9.60
SOUTHERN ELECTRIC R. R SYSTEM		21.68	21.68
UNION DEPOT R. R. SYSTEM.			
Bellefontaine Line		11.48	
Benton Park Division		1.95	
California Avenue Division		14.51	
Cherokee Division		8.39	
Grand Avenue Division		7.63	
Mound City Division		8.57	
Prairie Avenue Division		7.40	
Tower Grove Division		15.57	75.50
Total in operation	33.28	270.53	303.81
" authorized (electric) in addition, (estimated)			115.34
Total mileage of United Railways System			419.15

Officers.—Pres. Edwards Whittaker, V. Pres. Murray Carleton. Sec. & Treas. James Adkins, Audr. Frank R. Henry, Gen. Man. J. J. Coleman.

Directors.—Edwards Whittaker, Patrick Calhoun, C. D. McLure, Murray Carleton, W. H. Thompson, H. C. Haarstick, H. S. Priest, W. F. Boyle, C. H. Spencer, F. E. Marshall, Geo. W. Hunter.

General Office, Vandeventer & Park Aves., St. Louis, Mo.

Date of information, Mar., 1900. z

For map of system see page 236.

St. Louis Transit Co.—This company was organized under the laws of Missouri, and has leased all the lines controlled by the United Railways Company of St. Louis. By city ordinance of March 20, 1899, this company was empowered to acquire, lease and operate for 40 years any of the lines which may be acquired by the United Railways Co.

Capital Stock.—$20,000,000 (see Note); par value, $100 per share. This company will guarantee the payment of interest upon all of the bonds of the United Railways Co. and its constituent companies, and also guarantees 5 p. c. upon the United Railways Co.'s preferred stock.

Note.—This stock is to be exchanged share for share for the common stock of the United Railways Co. upon payment by the latter's stockholders of $11 per share.

Operation.—St. Louis Transit Co. and constituent companies.

Six months ending Dec. 31,	1898.	1899.	Increase.
Gross earnings	$2,721,433.80	$2,873,894.09	$152,460.29
Operating exps. and taxes	1,718,370.30	1,814,579.30	96,209.00
P.c.op.exp. and taxes to earn.	63.14	63.14	
Earnings from operation	1,003,063.50	1,059,314.79	56,251.29
Other income	2,029.35	2,671.32	641.97
Total income	1,005,092.85	1,061,986.11	56,893.26
Deductions from income	8.492.05	5,598.17	†2,893.88
Total net income	996,600.80	1,056,397.94	59,787.14
Less proportion of net income of St. Louis R.R. Co.Sys. represented by minority stockholders 35.318 p.c. of $58,490.12	20,657.54		
32.862 p. c. of $63,882.99		20,993.23	335.69
Total net income from oper.	975,943.26	1,035,384.71	59,451.45
Fixed charges			
On outstg.underly'g liens	386,798.50	386,798.50	
On $23,000,000 United Rys. Co. 4 p.c. bonds	*460,000.00	460,000.00	
Organization expenses of United Rys.Co. of St.L.	‡250.00	250.00	
Total fixed charges	847,048.50	847,048.50	
Surplus	128,894.76	188,346.21	59,451.45

*These bonds were not outstanding in 1898, but are included for purpose of comparison.

†Decrease.

‡These organization expenses did not accrue in 1898, but are inserted for purpose of comparison.

Officers.—Pres. Edwards Whitaker, V. Pres. Murray Carleton, Sec. & Treas. James Adkins, Audr. Frank R. Henry.

Directors.—Edward Whitaker, Murray Carleton, C. D. McLure, H. C. Haarstick, W. H. Thompson, W. F. Boyle, C. H. Spencer, F. E. Marshall, A. H. Bauer, Geo. W. Hunter, Patrick Calhoun.

General Office, Vandeventer & Park Aves., St. Louis, Mo.

Date of information, Feb., 1900. z

For map of system see page 236.

Baden & St. Louis Railroad.—Chartered Mar., 1870. This is now a part of the system controlled by the National Ry. Co., the capital stock of which is now controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $300,000, issued, $50,000; par value, $50 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 6.65; gauge, 4 ft. 10 in.; 78 lb. girder rail; 10 motor cars; Gen. Elec. motors, St. Louis cars.

Officers.—Same as St. Louis R. R. Co.

Date of information, Mar., 1900. z

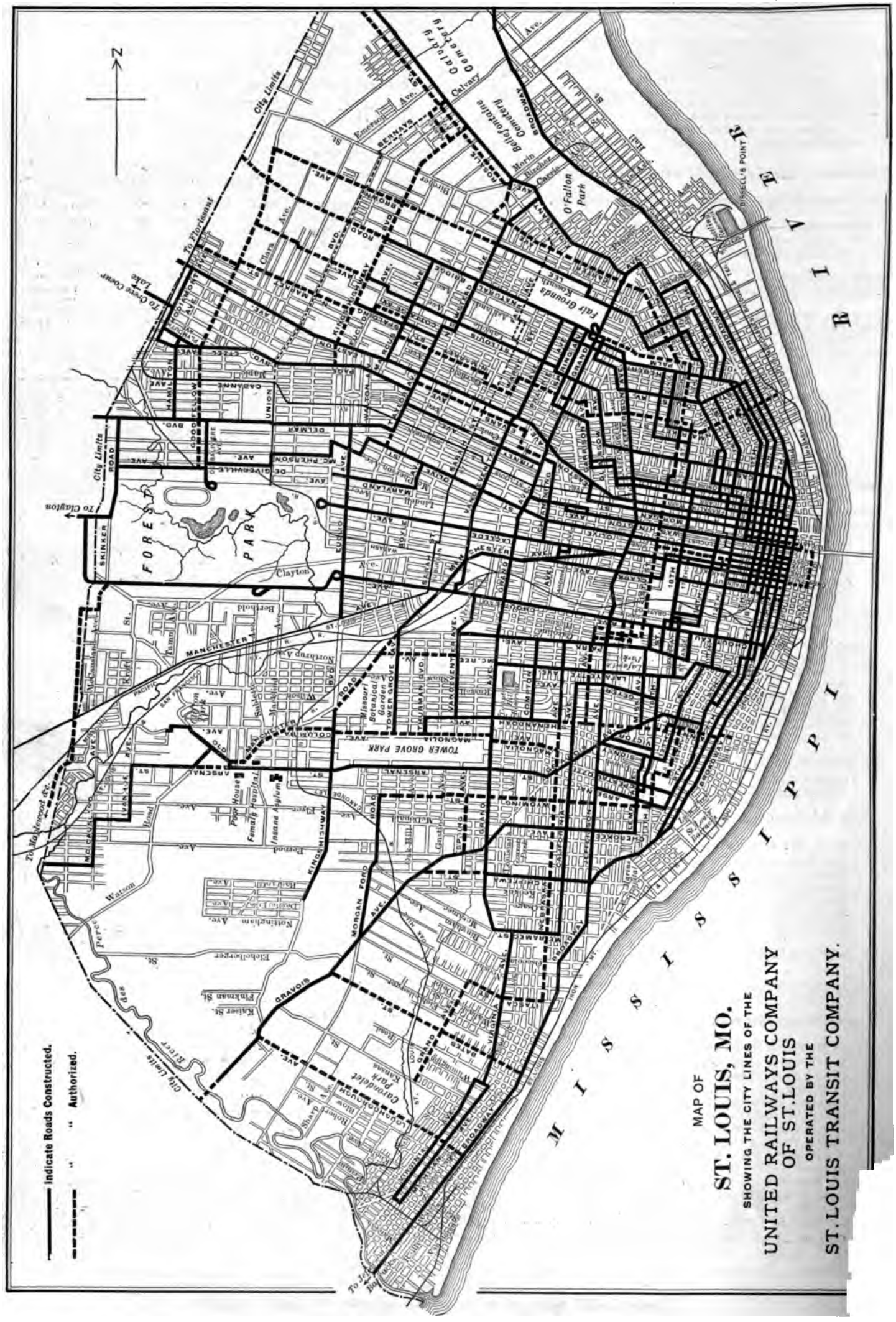
Cass Avenue & Fair Grounds Railway Co.—Chartered 1892. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized $2,500,000; par value, $50 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 34.48; gauge, 4 ft. 10 in.; 78 lb. and 85 lb. girder rail; 166 cars, of which 86 are motor cars and 80 trail cars; Allis engines, Gen. Elec. dynamos and motors, St. Louis, Stephenson and Brownell cars, American and St. Louis trucks.

Please note date of information at end of each report.


N
Indicate Roads Constructed.
" Authorized.
MAP OF
ST. LOUIS, MO.
SHOWING THE CITY LINES OF THE
UNITED RAILWAYS COMPANY
OF ST. LOUIS
OPERATED BY THE
ST. LOUIS TRANSIT COMPANY.
MISSISSIPPI
RIVER
FOREST PARK
TOWER GROVE PARK
Fair Grounds
O'Fallon Park
Bellefontaine Cemetery
Calvary Cemetery
City Limits
To Florissant
To Clayton
To Maplewood &c.
To Jefferson Barracks
Clayton
MANCHESTER
GRAVOIS
MORGAN FORD
KINGSHIGHWAY
BROADWAY
DISSECTING POINT

Officers.—Pres. W. J. Orthwein, V. Pres. C. H. Spencer, Sec. & Treas. James Adkins.

References.—Description of road, Vol. IX, Dec., '93, p. 789 (ill.); Vol. XI, June, '95, p. 348 (ill.).

Date of information, Mar., 1900. z

Citizens' Railway Co.—Chartered 1884. This company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $1,500,000, issued, $1,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 16.36; gauge, 4 ft. 10 in.; 78 lb. and 85 lb. girder rail; 67 motor cars; Gen. Elec. motors, American cars, American and St. Louis trucks.

Officers.—Pres. W. J. Orthwein, V. Pres. C. H. Spencer, Sec. & Treas. James Adkins.

References.—Description of road, Vol. VI, Feb., '90, p. 58; improvements, Vol. IX, Nov., '93, p. 749.

Date of information, Mar., 1900. z

Compton Heights, Union Depot & Merchants' Terminal Railway Co.—The capital stock of this company is controlled and operated by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Date of information, May, 1899. c z

Delmar Avenue & Clayton Railway Co.—Chartered in 1897. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Contemplated Plant and Equipment.—Miles of track (electric), 5.11; gauge, 4 ft. 10 in.; 65 lb. rail.

Officers.—Pres. G. W. Baumhoff, Sec. & Treas. James Adkins.

Date of information, Mar., 1900. z

Forest Park, Laclede Avenue & Fourth Street Railway Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $100,000; par value, $100 per share.

Plant and Equipment.—Miles of track (electric), 6.75; gauge, 4 ft. 10 in.; 44 lb. rail.

Date of information, Mar., 1900. z

Grand Avenue Railway Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, $100,000.

Officers.—Pres. Murray Carleton, Sec. & Treas. Jas. H. Roach.

Reference.—Increase of stock and bonds, Vol. IX, Aug., '93, p. 558.

Date of information, Mar., 1900. z

Jefferson Avenue Railroad Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $400,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 6.79; gauge, 4 ft. 10 in.; 77½ lb. girder rail; 15 motor cars; Gen. Elec. dynamos and motors, Laclede cars.

Officers.—Pres. Edwards Whitaker, Sec. & Treas. James Adkins, Supt. & Pur. Agt. Jas. F. Davidson.

Date of information, Mar., 1900. z

Lindell Railway Co.—Chartered Jan. 24, 1864. The capital stock of this company is now controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $10,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 60; gauge, 4 ft. 10 in.; 78 lb. and 80 lb. girder rail; 202 cars, of which 155 are motor cars and 47 trail cars; Porter-Allen engines, Gen. Elec. and West. dynamos and motors, St. Louis and Brill cars, Missouri Car & Foundry trucks.

Officers.—Pres. Wm. Duncan, Sec. & Treas. Jas. Adkins.

References.—Description of road, Vol. VIII, June, '92. p. 334 (ill.); Vol. IX, June, '93, p. 356 (ill.); franchise, Vol. IX, Feb., '93, p. 394; description of road, Vol. XI, June, '95, p. 348 (ill.); Vol. XII, Oct., '96, p. 575 (ill.); financial standing (brief), Vol. XII, Oct., '96, p. 608; purchase of Missouri Ry., Vol. XIII, May, '97, p. 318; operating detail, Vol. XIV, Feb., '98, p. 107.

Date of information. Mar., 1900. c z

Midland Street Railway Co.—Operations began in Nov., 1896. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $20,000.

Franchises.—The company has been granted franchises for 12 miles of extensions, all in St. Louis County and reaching Creve Cœur Lake as a western terminus.

Plant and Equipment.—Miles of track (electric), 10.56; gauge, 4 ft. 10 in.; 35 lb. and 56 lb. T rail; 3 motor cars; Gen. Elec. dynamos and motors, Laclede cars.

Officers.—Pres. & Gen. Man. Geo. W. Baumhoff, Sec. & Treas. James D. Adkins.

Date of information, Mar., 1900. z

Missouri Railroad Co.—Chartered May 10, 1859, under laws of 1855. Annual meeting first Monday in May. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $2,400,000, issued, $2,298,600; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Dividends, in 1894, 8 p. c.; in 1895, 8 p. c.; in 1896, 7 p. c.; in 1897, 6 p. c.; 1898, 6 p. c.

Plant and Equipment.—Miles of track, 26; operated by electricity, 17, by cable, 9; gauge, 4 ft. 10 in.; 63 lb. and 78 lb. girder rail; 30 horses, 160 cars, of which 64 are motor cars, 48 are grip cars and 48 trail cars; 3,860 H. P. engines, 1,050 H. P. dynamos, 3,000 H. P. boilers; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brownell, American and Brill cars, American, McGuire and Brill trucks.

Officers.—Pres. & Gen. Man. Edwards Whitaker, V. Pres. C. D. McLure, Sec. & Treas. F. R. Henry, Supt. & Pur. Agt. J. F. Davidson, Ch. Engr. of Power Station P. M. McCormick.

References.—Description of power plant, Vol. VIII, Jan., '92 p. 15; description of car shop fire, Vol. VIII, Apr., 92, p. 232 (ill.); description of road, Vol. XI, June, '95, p. 348 (ill.); Vol. XII, Oct., '96, p. 575 (ill.).

Date of information, Mar., 1900. z

National Railway Co., of Illinois.—Chartered 1889, under laws of Illinois. Annual meeting in Jan. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $2,500,000.

Officers.—Pres. C. H. Spencer, V. Pres. Edwards Whitaker, Sec. & Treas. James Adkins, Gen. Man. Robert McCulloch.

Directors.—C. H. Spencer, W. J. Orthwein, J. S. Walsh, H. Nicholaus, F. C. Whittemore, A. H. Bauer, C. C. Orthwein.

General Office, Champa and Duluth Sts., East St., Louis, Ill. Branch office, 203 Chamber of Commerce Bldg., St. Louis, Mo.

References.—Report, Vol. IX, Feb., '93, p. 129; annual report, Vol. X, Mar., '94, p. 213; Vol. XI, Feb., '95, p. 120; description of road, Vol. XI, June, '95, p. 348 (ill.); Vol. XII, Oct., '96, p. 574 (ill.); (brief), Vol. XII, Oct., '96, p. 606.

Date of information, Mar., 1900. z

People's Railway Co.—Chartered June, 1859. In Apr., 1899, this property was sold to the St. Louis Traction Co., the capital stock of which is now controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $1,000,000, issued, $300,000; par value, $50 per share.

Funded Debt.—See report of United Rys. Co.

Franchises.—Franchises have recently been extended for 20 years under the original conditions.

Plant and Equipment.—Miles of track (cable), 9.6; gauge, 4 ft. 10 in.; 78 lb. girder rail; 95 cars, of which 36 are grip cars and 59 trail cars; 1,000 H. P. station plant; Hamilton-Corliss engines, Heine boilers, Brownell and Stephenson cars.

Officers.—Pres. F. H. Green, V. Pres. W. Wuntbrull, Sec. & Gen. Man. D. J. Mahoney.

General Office, 1801 Park Ave., St. Louis, Mo.

References.—Description of road, Vol. VI, Feb., '90, p. 58; increase of bonds, Vol. X, Jan., '94, p. 78; description of road, Vol. XI, June, '95, p. 348 (ill.); (brief), Vol. XII, Oct., '96, p. 579 (ill.).

Date of information, Mar., 1900. z

St. Louis Railroad Co.—Chartered Mar. 10, 1859. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized $2,500,000, issued, $1,938,700; par value, $100 per share.

Please note date of information at end of each report.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (cable), 14.62; gauge, 4 ft. 10 in.; 78 lb. girder rail; 238 cars, of which 78 are grip cars, 80 are box cars and 80 open cars; Brownell and own cars. Southwestern branch, 7.47 miles of track (electric), 20 motor cars.

Officers.—Pres. Edwards Whitaker, V. Pres. Murray Carleton, Sec. & Treas. James Adkins.

Reference.—Description of cable power plant, Vol. VII, June, '91, p. 284 (ill.).

Date of information, Mar., 1900. z

Southern Electric Railroad Co.—Chartered Apr. 16, 1884.

Capital Stock.—Common stock, authorized and issued, $500,000, par value, $100 per share. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

6 p. c. preferred stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 21.68; gauge, 4 ft. 10 in.; 78 lb. girder rail; 75 motor cars; Allis engines, Gen. Elec. dynamos and motors, American cars, American and St. Louis trucks.

Officers.—Pres. C. H. Spencer, V. Pres. Edwards Whitaker, Sec. & Treas. James Adkins Gen. Man. Robt. McCulloch, Ch. Engr. & Elecn. E. C. Braun.

References.—Description of road, Vol. IX, Sept., '93, p. 575 (ill.); Vol. XI, June, '95, p. 348 (ill.); (brief), Vol. XII, Oct. '96, p. 579 (ill.).

Date of information, Mar, 1900. z

Southwestern Railway Co.—Chartered 1893. The lines of this company are operated by the St. Louis R. R. Co., the capital stock of which is controlled by the United Railways Co. of St. Louis.

Officers.—Same as St. Louis R. R. Co.

General Office, 3700 North Broadway.

Date of information, Mar., 1900. z

St. Louis, Clayton & Creve Coeur Lake Railroad Co.—Chartered in 1897. This road is in course of construction. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Contemplated Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 10 in.; 65 lb. rail.

Officers.—Pres. G. W. Baumhoff, Sec. & Treas. James Adkins.

Date of information, Mar., 1900. z

St. Louis County Street Railway Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $70,000, issued, $23,500.

Plant and Equipment.—Miles of track (horse), 3; 40 lb. T rail; 8 horses, 4 horse cars; St. Louis cars.

Officers.—Pres. M. B. Greensfelder, V. Pres. A. Arnstein, Sec. & Treas. J. B. Greensfelder.

Date of information, Mar., 1900. z

Taylor Avenue Street Railway Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $500,000; par value, $100 per share. This stock is all in the treasury of the Lindell Ry. Co.

Funded Debt.—See report of United Rys. Co.

Date of information, May, 1899. c z

Union Depot Railroad Co.—Chartered 1855. On Apr. 1, 1893, this company acquired by purchase the Mound City R. R. Co., the Benton-Bellefontaine Ry. Co. and the Grand Avenue Ry. Co. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $4,000,000, issued, $3,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 75.5; gauge, 4 ft. 10 in.; 78 lb. girder rail; 381 cars, of which 215 are motor cars and 166 trail cars; 5,300 H. P. engines, 5,452 H. P. dynamos, 5,500 H. P. boilers, Gen. Elec. dynamos and motors, St. Louis and Stephenson cars.

Officers.—Pres. John Scullin, V. Pres. Murray Carleton, Sec. & Treas. Jas H. Roach, Supt. T.W. Murphy, Ch.Engr. W.L. Patterson.

References.—Benton-Bellefontaine Ry.—Description of road, Vol. IX, Mar., '93, p. 177 (ill.). Union Depot R. R. Co.—Description of power plant, Vol. VI, Oct., '90, p. 475 (ill.); general report, Vol. IX, Nov., '93, p. 749; description of road, Vol. XI, June, '95, p. 348 (ill.); fender record, Vol. XII, June, '96, p. 387; description of road, Vol. XII, Oct., '96, p. 575 (ill.); (brief), Vol. XII, Oct. '96, p. 608.

Date of information, Mar., 1900. z

Fourth Street & Arsenal Railway Co.—This company is the successor to the Tower Grove & Lafayette Ry. Co., chartered in June, 1859. It leases trackage over 2 miles of the People's Ry. for 40 years, at a rental of $6,000 per annum. In Oct., 1898, this property was purchased by the Central Traction Co.

Capital Stock, authorized, $300,000, issued, $150,000; par value, $50 and $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; coupon, but may be registered; dated 1888, due 1898-1903, at option of company; denom. $1,000; int. payable Jan. and July.

General mortgage 6 p. c. gold bonds, authorized, $300,000, issued, $150,000; dated 1896, due 1916; int. payable Mar. and Sept. at Union Trust Co., of St. Louis, trustee of mortgage.

Franchises.—In 1893 the municipal franchises were extended for 50 years, expiring in 1943.

Plant and Equipment.—Miles of track (electric), 5; gauge, 4 ft. 10 in.; 78 lb. girder rail; 96 horses, 15 cars; Stephenson cars.

Officers.—Pres. F. H. Green, V. Pres. & Gen. Man. John Mahoney, Sec. Chas. J. Maguire.

Directors.—Chas. Green, Chas. J. Maguire, James Campbell, John Mahoney.

General Office, 1801 Park Ave., St. Louis, Mo.

References.—Annual report of '92, Vol. IX, Feb., '92, p. 116; description of road (brief), Vol. XII, Oct., '96, p. 579 (ill.).

Date of information, May, 1899. x

St. Louis & East St. Louis Electric Railway Co.—Chartered July, 1889.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $75,000; dated Jan. 1, 1890, due 1905; int. payable Jan. and July, at office of St. Louis Trust Co., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 10 in.; 48 lb. and 56 lb. girder rail; 7 motor cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis and Brownell cars, St. Louis and Bemis trucks.

Officers.—Pres. D. R. Powell, V. Pres. C. C. Carroll, Sec. D. T. Breck, Asst. Supt. & Elecn. W. H. Williams.

General Office, 115 N. 3d St., St. Louis, Mo.

References.—Increase of stock, Vol. IX, June, '93, p. 418; July, '93, p. 443; description of road, Vol. XI, June, '95, p. 348 (ill.).

Date of information, May, 1899. c z

St. Louis & Kirkwood Railroad Co.—Chartered 1893.

Capital Stock, authorized and issued, $300,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $300,000, issued, $250,000; dated 1895, due 1915; int. payable Jan. and July; trustee of mortgage, St. Louis Trust Co.

Plant and Equipment.—Miles of track (electric), 10.5; gauge, 4 ft. 10 in.; 60 lb. T and girder rail; 10 motor cars; Southwark engines, West. dynamos and motors, American cars.

Officers.—Pres. J.P.Dawson, Sec. K. Jarvis, Treas. W. F. Silver.

Date of information, May, 1899. c

St. Louis & Meramec River Railroad Co.—Chartered 1894.

Capital Stock, $2,000,000, of which $1,000,000 are held in treasury of St. Louis & Suburban Ry. Co.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated May 8, 1896, due 1916; denom. $1,000, int. payable May and Nov., at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

Consolidated mortgage bonds, authorized, $2,000,000, issued, none; dated 1898.

Note.—These bonds are guaranteed, principal and interest, by the St. Louis & Suburban Ry. Co.

Plant and Equipment.—Miles of track (electric), 18; 60 lb. T and 70 lb. girder rail; 40 motor cars; rent power from the Suburban R. R. Co.

Officers.—Pres. C. H. Turner, Sec. R. Lehmann, Gen. Man. T. M. Jenkins.

Directors.—Charles H. Turner, Samuel M. Kennard, J. B. Case, Ellis Wainwright, H. Nicolaus.

General Office, 216 Wainwright Bldg., St. Louis, Mo.

Date of information, May, 1899. c

St. Louis & Suburban Railway Co.—Chartered 1890. This company purchased the property and franchises of the St. Louis Cable & Western Ry. Co. under foreclosure of mortgage, June 10, 1890.

Capital Stock, authorized, $2,500,000, issued, $2,000,000, in treasury, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $2,000,000, issued, $1,400,000, in escrow, $600,000; dated Feb. 1, 1891, due 1921; denom. $1,000; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

5 p. c. income bonds, authorized, $2,000,000, issued, $300,000; dated 1891.

St. Louis Cable & Western Ry. Co.'s first mortgage 6 p. c. bonds, $600,000; dated 1884, due 1914; int. payable Mar. and Nov., at office of Farmers' Loan & Trust Co., of New York.

Operation.

Year ending	No. of trips.	Passengers carried.
Dec. 31, 1886	141,134	3,505,997
" 1887	148,741	5,061,429
" 1888	185,775	4,832,576
" 1889	111,629	4,680,335
" 1890	105,084	4,343,139
" 1891	102,160	4,027,888
" 1892	124,103	7,037,761
" 1893	255,996	8,030,182
" 1894	118,445	7,754,752
" 1895	105,806	7,803,746
" 1896		9,892,652
" 1897		11,205,233
" 1898	168,924	11,738,548

Plant and Equipment.—Miles of track (electric), 28.5; gauge, 4 ft. 10 in.; 35 lb. to 69 lb. T and girder rail; 80 motor cars, 180 motors; 2,250 H. P. Hamilton-Corliss engines, 1,700 H. P. Gen. Elec. dynamos, 1,500 H. P. boilers, St. Louis and Brownell cars, St. Louis trucks.

Officers.—Pres. C. H. Turner, V. Pres. S. M. Kennard, Sec. & Treas. R. Lehmann, Supt. T. M. Jenkins, Ch. Engr. C. H. Ladlie, Elecn. H. O. Rockwell.

Directors.—James Jackson, Chas. H. Turner, S. M. Kennard, James Green, Chas. C. Maffit, Ellis Wainwright, C. H. Sampson, J. B. Case, H. Nicolaus.

General Office, 216 Wainwright Bldg., St. Louis, Mo.

References.—Description of road, Vol. VIII, July, '92, p. 395 (ill.); fire in car house, Vol. VIII, July, '92, p. 404 (ill.); operating detail, improvements, Vol. IX, Feb., '93, p. 95; postal service, Vol. IX, Jan., '93, p. 29; description of road, Vol. XII, Oct., '96, p. 578 (ill.). ST. LOUIS CABLE & WESTERN RAILWAY CO.—Vol. VI, Feb., '90, p. 56 (ill.); description of power plant, Vol. VI, Feb., '90, p. 44 (ill.); description of road, Vol. XI, June, '95, p. 348 (ill.).

Date of information, May, 1899.

NEW CORPORATION.

Interurban Traction Co., of St. Louis.—This company, it is reported, is to be the consolidation of the St. Louis & Belleville Suburban Electric Ry. Co., of East St. Louis, and the St. Louis & Belleville Electric Ry. Co., of Belleville, Ill., which are now operated as separate companies.

Date of information, Feb., 1900. x

ST. THOMAS, CAN.

Population in 1891, 10,370, in 1899, 13,000.

St. Thomas Street Railroad Co.—Chartered in 1878 for 50 years. Municipal franchise granted in 1878. Annual meeting in Mar. This company has extended its line, and commenced electric operation June 15, and also owns and operates Pinafore Lake Park of 80 acres.

CAPITAL STOCK.—$50,000.

FUNDED DEBT.—Debenture 4 p. c. gold bonds, authorized and issued, $50,000; dated Feb. 1898, due 1920; denom. $500. These bonds are guaranteed by the city of St. Thomas.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 65 lb. rail; 14 cars, of which 8 are motor cars and 6 trail cars; Robb engines, Canadian, Gen. Elec. dynamos and motors, Ottawa cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. J. H. Still, V. Pres. M. A. Gilbert, Sec. & Treas. John Stacey.

DIRECTORS.—J. H. Still, M. A. Gilbert, John Farley, John Stacey, Chas. B. Hunt.

GENERAL OFFICE, St. Thomas, Ont.

Date of information, Mar., 1900. z

SALEM, MASS.

Population in 1880, 24,117, in 1890, 27,563.

Salem & Wakefield Street Railway Co.—Chartered in 1897. This road began operation May 6, 1898. This company has been consolidated with the Wakefield & Stoneham St. Ry. Co., which has since been merged into the Lynn & Boston R. R. Co. The capital stock of these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $75,000.

OPERATION.—	5 months ending Sept. 30, 1898.	Year ending Sept. 30, 1899.
Receipts from passengers	$9,570	$10,731
" other sources	48	1,419
" total	9,618	12,150
Operating expenses	5,022	10,673
Earnings from operation	4,596	1,477
Deductions from earnings.		
Interest on floating debt	387	1,886
Taxes	942	509
Other deductions	1,644	2,494
Net income	1,623	*3,413
Total surplus account	1,623	*1,789

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30, 1899.	
General expenses	$ 1,230
Maintenance of road and buildings	836
" " equipment	676
Transportation expenses	7,931
Total	$10,673

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1899.	
Revenue passengers carried	207,514
Car miles run	86,255
Total receipts per car mile	$.141
Operating expenses per car mile	.124

BALANCE SHEET.—Dated Sept. 30, 1899.

Assets.		Liabilities.	
Cost of road	$84,466	Capital stock	$75,000
" " equipment	15,187	Current liabilities	36,930
Other permanent invest	7,625	Accrued liabilities	107
Cash and current assets	2,970		
Profit and loss (deficit)	1,789		
Total	$112,037	Total	$112,037

PLANT AND EQUIPMENT.—Miles of track (electric), 7; 7 motor cars.

OFFICERS.—Pres. C. F. Woodward, V. Pres. Elwin C. Foster Sec. Edwin L. Stone, Treas. Chas. Williams.

DIRECTORS.—C. F. Woodward, Jos. H. Goodspeed.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

Date of information, Dec., 1899. b

SALEM, O.

Population in 1880, 4,041, in 1890, 5,780.

Salem Electric Railway Co.—Chartered Oct. 2, 1889.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $50,000; dated Jan., 1890, due 1910; int. payable Jan. and July, at office of Savings & Trust Co., of Cleveland, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 6 cars, of which 4 are motor cars and 2 trail cars, Gen. Elec. dynamos and motors; rent power.

OFFICERS.—Pres. & Treas. M. Davis, Sec. D. L. Davis, Gen. Man. Ch. Engr. & Elecn. Charles Fifer.

GENERAL OFFICE, 210 E. Main Street, Salem, O.

Date of information, Mar., 1900. x

SALEM, ORE.

Population in 1890, 12,410, in 1897 (local estimates), 16,000.

Salem Light & Traction Co.—This company is a successor to the Salem Motor Ry., the Salem Light & Power Co., and the Salem Consolidated Street Ry. Co., the latter having been sold under foreclosure of second mortgage on Dec. 31, 1896, for $15,000, to A. L. Barbur, of Portland. In addition to the only railway plant, the company owns the only electric light and power plant in Salem, a 650 H. P. plant.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT, $150,000.

FRANCHISES.—The company owns a perpetual electric light and power franchise and a 50-year railway franchise. The company also has long time contracts with the city of Salem for street lighting, and with the state of Oregon for lighting the Penitentiary, Insane Asylum, Capitol and Blind School.

OPERATION.—Year ending Dec. 31,

	1894.	1895	1896.	1897.	1898.
Gross receipts	$44,860	$44,914	$40,594	$45,028	$49,50.
Operating expenses	27,049	27,495	29,675	33,944	42,97.
Earnings from oper.	17,811	17,419	10,919	11,084	*6,5.

*Decrease for 1898 is owing to extensive improvements, n charged into construction account.

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 40 lb. T rail; 19 cars, of which 15 are motor cars and 4 trail cars; Taylor-Beck, Sioux City-Corliss and West. engines, Gen. Elec. dynamos and motors, Brill, Brownell, Pullman and Stockton rebuilt cars.

LIGHTING PLANT.—240 arc Edison and Schuyler dynamos, 3,600 incandescent Edison and T.-H. lamps, Gen. Elec. alternating current system. The company has recently increased the capacity of its lighting plant by 250 H.P.

OFFICERS.—Pres. E. P. McCornack, V. Pres. F. H. Page, Sec. Gen. Man. Supt. Pur. Agt. & Ch. Elecn. J. L. Lambirth, Treas. First National Bank, Ch. Engr. of Power Station W. L. West.

GENERAL OFFICE, Court and Liberty Sts., Salem, Ore.

Date of information, Feb, 1900. z

SALT LAKE CITY, UTAH.

Population in 1880, 20,768, in 1890, 44,843, in 1899 (estimated), 70,000.

Salt Lake City Railroad Co.—Chartered Jan. 19, 1872.

Capital Stock, authorized, $1,000,000; issued, $850,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $1,500,000, issued, $840,000; coupon, but may be registered; dated Jan. 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York.

Note.—By the terms of the mortgage deed the company is permitted to issue bonds at a rate not exceeding $20,000 per mile of completed track. After the total mortgage indebtedness reaches $1,000,000 no further issue can be made unless the net earnings of the preceding 12 months are sufficient to pay 12 per cent. on both the outstanding and the proposed issue of bonds. The total bond issue may be called on Jan. 1, 1903, or on Jan. 1 of any succeeding year until maturity. In case the whole issue is not called, one-tenth of the issue will be called in and paid on Jan. 1 of each year after 1903, the bonds to be called in the order of their number, beginning with No. 1.

Franchises are granted for 50 years from Jan. 1, 1894.

Plant and Equipment.—Miles of track (electric), 47; gauge, 4 ft. 8½ in.; 35 lb., 52 lb. and 72 lb. T rail; 65 cars, of which 58 are motor cars and 7 trail cars; Fraser & Chalmers engines, Gen. Elec. and West. dynamos and motors, Stephenson cars.

Officers.—Pres. A. W. McCune, V. Pres. R. C. Chambers, Sec. & Treas. Jos. S. Wells, Supt. & Pur. Agt. Walter P. Read, Mast. Mech. C. M. Dunlap.

General Office, Hooper Bldg., Salt Lake City, Utah.

References.—Description of road, Vol. IX, Apr., '93, p. 240 (ill.); operating detail, Vol. XIV, Apr., '98, pp. 190, 194 (ill.).

Date of information, May, 1899. c z

Salt Lake Rapid Transit Co.—Chartered Jan. 14, 1890, for 50 years, from Jan. 1, 1894.

Capital Stock, authorized, $500,000, issued, $356,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $350,000; dated Feb., 1890, due 1910; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 33.82; gauge, 4 ft. 8½ in.; 35 lb. to 79 lb. T and girder rail; 2 horses, 41 cars, of which 30 are motor cars and 11 trail cars; 15 cars operated on winter schedule, 20 on summer; Ide engines, Gen. Elec. dynamos and motors, St. Louis, Jones, Stephenson and Woeber cars.

Officers.—Pres. & Gen. Man. J. S. Cameron, V. Pres. J. M. Donnellan, Sec. & Treas. G. S. Gannett, Supt. & Pur. Agt. W. H. Stone, Ch. Engr. of Power Station G. L. Asher.

General Office, 176 South State St., Salt Lake City, Utah.

References.—Description of road, Vol. IX, Apr., '93, p. 242 (ill.); increase of stock and bonds, Vol. IX, Mar., '93, p. 197.

Date of information, May, 1899. c d

West Side Railway Co.—This is the successor to the West Side Rapid Transit Co. Annual meeting first Monday in May.

Capital Stock, $300,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track, 12; operated by steam, 8, by electricity, 4; gauge, 4 ft. 8½ in.; 30 lb. T rail; 4 cars, of which 3 are motor cars and 1 trail car, 2 dummy engines; Gen. Elec. dynamos and motors.

Officers.—Pres. L. L. Nunn, V. Pres. Wm. Story, Sec. & Treas. A. M. Wrench, Gen. Man. T. A. Davis.

General Office, 14 West 3d South St., Salt Lake City, Utah.

Date of information, May, 1896.

SAN ANTONIO, TEX.

Population in 1880, 20,550, in 1890, 37,513, in 1896 (local estimates), 55,000.

San Antonio Street Railway Co.—Chartered May, 1874. This company was consolidated with the San Antonio Edison Co., in Mar., 1899.

CAPITAL STOCK, authorized, $1,000,000, issued, $200,000.

FUNDED DEBT.—First mortgage 7 p. c. coupon bonds, authorized and issued, $200,000; dated Aug. 15, 1885, due 1905; denom. $500; int. payable Feb. and Aug., at offices of San Antonio National Bank.

Consolidated mortgage 6 p. c. coupon bonds, authorized, $600,000; dated May 1, 1891, due 1920; int. payable May and Nov.

PLANT AND EQUIPMENT.—Miles of track (electric), 34; gauge, 4 ft.; 40 lb. to 56 lb. T rail; 45 cars, of which 39 are motor cars and 6 trail cars; A. & S. engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Treas. W. H. Weiss, V. Pres. Reagan Houston, Gen. Man. John Q. Brown, Sec. & Supt. D. D. Willis, Asst. Supt. T. C. Brown, Audr. J. J. King.

GENERAL OFFICE, 113 W. Houston St.

REFERENCE.—Description of cross compound engine, Vol. XIV Sept., '98, p. 575 (ill.).

Date of information, Mar., 1900. x

San Antonio Edison Co.—This company is the successor to the Citizens' Electric Power & Street Ry. Co., and was consolidated with the San Antonio Street Ry. Co., in Mar., 1899.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 19 cars, of which 10 are motor cars and 9 trail cars; Gen. Elec. dynamos and motors, Brill and Lewis & Fowler cars.

OFFICERS.—Pres. Floyd McGown, V. Pres. J. P. Ord, Sec. F. C. Davis, Man. Supt. & Pur. Agt. R. S. Wakefield.

GENERAL OFFICE, 102 Garden St.

Date of information, Mar., 1899. d x

San Antonio Rapid Transit Street Railroad Co.—Chartered 1889, for 30 years. Annual meeting third Monday in Dec. This property was sold under foreclosure of mortgage on May 7, 1895, and was bought in by the bondholders for $25,000 and reorganized.

CAPITAL STOCK, authorized, $200,000, issued, $100,000.

FUNDED DEBT.—$50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; Bullock engines, Gen. Elec. dynamos and motors, Brill and Barney & Smith cars.

OFFICERS.—Pres. C. L. Harwood, Sec. Supt. Pur. Agt. & Ch. Engr. B. W. Randall, Gen. Man. G. S. Simons, Elecn. D. Biggam.

GENERAL OFFICE, 525 E. Houston St.

Date of information, Dec., 1896. d

West End Street Car Co.

CAPITAL STOCK, $26,000.

FUNDED DEBT.—First mortgage 6 p. c. golds bonds, $100,000; dated July 1, 1890, due 1910; int. payable at Importers' & Traders' National Bank, of New York, or at company's office in San Antonio.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.8; gauge, 4 ft.; 30 lb. T rail; 6 cars, of which 3 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. G. W. Russ, V. Pres. F. H. Baldwin, Sec. J. N. Groesbeck, Treas. Thad. W. Smith, Supt. Pur. Agt. & Elecn. M. J. Spangle.

GENERAL OFFICE, West End, San Antonio, Tex.

Date of information, May, 1899. c

Alamo Heights Railway Co.—Chartered May 13, 1895. A receiver was appointed for this company in Mar., 1897, on the application of the New York bondholders.

CAPITAL STOCK, $62,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $500,000; coupon, but may be registered; dated June 1, 1895, due 1915; denom. $500; int. payable June and Dec., at office of Franklin Trust Co., of Brooklyn, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; 7 cars, of which 5 are motor cars and 2 trail cars.

OFFICERS.—Receiver Man. & Supt. W. H. Hume, Treas. S. K Buchanan.

GENERAL OFFICE, San Antonio, Tex.

Date of information, May, 1899. c d

SAN BERNARDINO, CAL.

Population in 1880, 1,673, in 1890, 4,012.

City Street Railway Co.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.13; gauge, 4 ft. 8½ in.; 20 lb. T rail; 12 horses, 9 horse cars.

OFFICERS.—Pres. H. M. Barton, V. Pres. John Anderson, Sec. & Gen. Man. I. H. Curtis.

GENERAL OFFICE, San Bernardino, Cal.

Date of information, May, 1899. c

SAN DIEGO, CAL.

Population in 1880, 2,637, in 1890, 16,159, in 1898, 22,000.

San Diego Electric Railway Co.—Chartered 1891. This company purchased the property of the San Diego Street Car Co., sold under foreclosure of mortgage in Oct., 1891, and the property of the Citizens' Traction Co. sold under foreclosure in Feb., 1898.

CAPITAL STOCK, authorized, $500,000, issued, $350,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 30 lb. to 60 lb. T and girder rail; 13 cars, of which 11 are motor cars and 2 trail cars; Risdon Iron Works engines, Gen. Elec. dynamos and motors, Brill and own cars.

OFFICERS.—Pres. A. B. Spreckels, V. Pres. E. S. Babcock, Sec. Treas. & Gen Man. J. A. Flint, Pur. Agt. Fred. Creelman, Ch. Engr. & Ch. Engr. of Power Station H. S. Taylor, Elecn. Jas. Restine.

GENERAL OFFICE, E and Arctic Sts.

REFERENCES.—CITIZENS' TRACTION CO.—Description of road, Vol. VII, July, '91, p. 337 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 152. SAN DIEGO ELECTRIC RAILWAY CO.—Description of cars, Vol. XIII, Feb., '97, p. 96 (ill.).

Date of information, Mar., 1900. z

San Diego, Old Town & Pacific Beach Railroad Co.—Chartered Apr. 26, 1888, as a consolidation of the San Diego & Old Town St. R. R. and the San Diego & Pacific Beach Ry. Co. The San Diego, Pacific Beach & La Jolla Ry. Co. is operated in connection with this company.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (steam), 14; gauge, 4 ft. 8½ in.; 35 lb. and 40 lb. T rail; 8 passenger cars; Baldwin engines, Hammond cars.

OFFICERS.—Pres. & Gen. Man. G. E. Babcock, V. Pres. Chas. T. Hinde, Sec. H. Dabney, Treas. Merchants' National Bank, Ch. Engr. L. J. Davids.

Date of information, May, 1899. c

San Diego, Pacific Beach & La Jolla Railway Co.—This company is operated in connection with the San Diego, Old Town & Pacific Beach R. R. Co.

CAPITAL STOCK, authorized and issued, $25,000.

PLANT AND EQUIPMENT.—Included in statement of the San Diego, Old Town & Pacific Beach R. R. Co.

OFFICERS.—Same as San Diego, Old Town & Pacific Beach R. R. Co.

Date of information, May, 1899. c

SANDUSKY, O.

Population in 1880, 15,838, in 1890, 18,471.

Sandusky & Interurban Electric Railway Co.—Chartered July, 1898, in perpetuity. This company is the successor, by purchase, of the Sandusky Street Ry. Co., chartered Aug. 29, 1881.

CAPITAL STOCK, authorized, $500,000, issued, $65,200, in treasury, $434,800.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $90,000, issued, $65,200, in treasury (see Note), $24,800; dated Aug. 1, 1898, due 1918; denom. $500; int. payable Feb. and Aug., at office of Thos. Wood, Gen. Man., Sandusky, O.; trustee of mortgage, E. W. Moore, Treas. Dime Savings and Banking Co., Cleveland, O.

NOTE.—Present funded debt of $90,000 is authorized on present line, and may be extended at rate of $10,000 per mile on new extensions. At present time this company is constructing an extension to Lorain, O. (30 miles) through Huron and Vermillion; line was opened to Huron (10 miles) on Nov. 3, 1899, and expects to complete the extension as rapidly as possible.

Bonds may be called for payment on 60 days' notice, at the expiration of five years.

OPERATION.—During 7½ months to Jan. 1, 1899.

Gross receipts	$42,622
Operating expenses	30,277
Earnings from operation	$12,345
Deductions from earnings.	
Interest on bonds accrued 18 months	4,890
Net income	7,455
Per cent. op. exp. to total receipts	71.0

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 14 motor cars; 200 H. P. station plant. West. and Walker dynamos and motors, Brownell and Gilbert cars.

OFFICERS.—Pres. H. A. Everett, V. Pres. W. H. Price, Sec. & Treas. C. H. Stewart, Gen. Man. Thos. Wood.

DIRECTORS.—H. A. Everett, E. W. Moore, B. Mahler, C. H. Stewart, W. H. Price.

GENERAL OFFICE, Electric Building, Cleveland, O.

Date of information, Feb., 1900. z

People's Electric Railway Co.—Chartered Aug., 1891, for 25 years. The Sandusky, Milan & Norwalk Electric Ry. Co. pays a rental of $2,700 a year for the use of this company's tracks in the city.

CAPITAL STOCK, authorized, $100,000, issued, $80,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $40,000, issued, $35,000, in treasury, $5,000; coupon, but may be registered; int. payable Jan. and July, at office of treasurer; trustee of mortgage, R. B. Hubbard, of Sandusky.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.25; gauge, 4 ft. 8½ in.; 40 lb. to 45 lb. T and girder rail; 8 motor cars; West. dynamos and motors.

OFFICERS.—Pres. W. H. Gilcher, V. Pres. Frank Stang, Sec. R. B. Fisher, Treas. A. W. Prout, Supt. J. P. Clifton.

DIRECTORS.—Geo. Barney, G. H. De Witt, C. L. De Witt, Geo. Feick W. H. Gilcher, J. Kuebeler, Abram Lebensburger, A. W. Prout, Frank Stang, T. B. Taylor, Thos. Wood.

GENERAL OFFICE, 122 Lawrence St., Sandusky, O.

Date of information, May, 1899. d x

Sandusky, Milan & Norwalk Electric Railway Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share.

FUNDED DEBT, authorized and issued, $100,000; int. payable Jan. and July, at office of company; trustee of mortgage, W. H. Burriss, Cleveland, O.

OPERATION.—Year ending May 31, 1899.

Gross earnings	$34,734
Operating expenses	24,182
Earnings from operation	10,552
Deduction from earnings.	
Interest	5,835
Net income	4,717
Divivends paid	3,000
To surplus account	1,717
Total " "	11,894

BALANCE SHEET.—Dated May 31, 1899.

Assets.		Liabilities.	
Cost of road and equip..	$217,432	Capital stock	$100,000
Cash	215	Funded debt	100,000
Accounts receivable	69	Accounts payable	5,822
		Profit and loss (surplus).	11,894
Total	$217,716	Total	$217,716

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 50 lb. T and girder rail; 9 motor cars; West. dynamos and motors.

OFFICERS.—Pres. Geo. H. DeWitt, V. Pres. Henry Kelley, 2d V. Pres. T. B. Taylor, Treas. A. W. Prout, Sec. & Gen. Man. Jas. D. Parker, Elecn. J. H. Keller, Ch. Engr. H. W. Fisk.

GENERAL OFFICE, West House Block, Sandusky, O.

REFERENCE.—Description of road (brief). Vol. XI, Dec., '95, p. 786 (ill.).

Date of information, Feb., 1900. z

SANFORD, ME.

Population in 1880, 2,734, in 1890, 4,201, in 1900, 6,000.

Mousam River Railroad Co.—Chartered July 18, 1892.

CAPITAL STOCK, authorized, $200,000, issued, $65,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $65,000; dated Dec. 15, 1892, due Dec. 1, 1912; int. payable June and Dec. at office of Portland Trust Co., trustee of mortgage.

OPERATION.—Year ending June, 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers...	$6,353	$ 5,834	$ 4,596	$ 6,212	$ 5,803
" other sources.....	9,620	14,874	14,304	18,375	17,605
" total.....	15,973	20,708	18,900	24,587	23,408
Operating expenses.....	9,919	12,249	11,900	16,743	16,354
Earnings from operation.....	6,054	8,459	7,000	7,844	7,054
Deductions from earnings.					
Interest on bonds.....	3,900	3,900	3,900	3,900	3,900
" " floating debt..	1,736	1,488	1,633	1,684	1,362
Taxes		166	167	220	155
Net income.....	419	2,905	1,300	2,040	1,637
Total surplus account	259	3,164	4,463	6,503	8,140
P. c. op. exp. to total recpts .	62.1	59.0	62.9	68.1	69.9

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Maint. of way and structures..	$ 551	$ 987	$ 383	$ 698	$ 970
Maintenance of equipment....	703	1,120	847	1,861	2,139
Conducting transportation....	7,103	8,197	8,689	12,200	11,303
General expenses.....	1,562	1,945	1,981	1,984	1,942
Total.....	$9,919	$12,249	$11,900	$16,743	$16,354

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried.....	116,677	91,923	124,247	116,055
Car miles run.....	31,493	31,236	30,720	

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$150,020	$153,290	$153,289	$157,321	$157,525
Other permanent invest		4,066	6,119	4,066	4,066
Cash and current assets.	5,193	1,245	5,265	4,764	13,688
Other assets.....	4,066	4,268			
Total.....	$159,279	$162,869	$164,673	$166,151	$175,279

LIABILITIES.

Capital stock.....	$ 65,000	$ 65,000	$ 65,000	$ 65,000	$ 65,000
Funded debt.....	65,000	65,000	65,000	65,000	65,000
Current liabilities.....	29,020	29,705	30,210	29,648	37,140
Profit and loss (surplus)	259	3,164	4,463	6,503	8,139
Total.....	$159,279	$162,869	$164,673	$166,151	$175,279

PLANT AND EQUIPMENT.—Miles of track (electric), 3.47; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 cars, of which 6 are motor cars and 2 baggage cars, 3 snow plows; 1 elec. freight motor; Swampscott-Corliss engines, West. dynamos and motors, Briggs cars, Humphrey water wheel.

OFFICERS.—Pres. E. M. Goodall, V. Pres. Geo. B. Goodall, Sec. & Treas. Louis B. Goodall, Gen. Man. Supt. & Pur. Agt. C. A. Bodwell, Elecn. A. J. Robinson, Ch. Engr. & Ch. Engr. of Power Station Sidney Spinney.

DIRECTORS.—E. M. Goodall, L. B. Goodall, G. B. Goodall, G. F. West, E. E. Hussey.

GENERAL OFFICE, Washington St., Sanford, Me.

REFERENCES.—Description of road (brief), Vol. IX, Dec., '93, p. 796; Vol. X, Feb., '94, p. 97 (ill.).

Date of information, Feb., 1900. b z

Sanford & Cape Porpoise Railway Co.—This company commenced operation of its road Sept. 1, 1899, connecting Sanford, Alfred, Lyman, Kennebunk, and Kennebunkport with Cape Porpoise; and also operates the Mousam River R. R.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated 1899, due 1929; denom. $1,000; trustee of mortgage, Safe Trust Co. of New York City.

PLANT AND EQUIPMENT.—Miles of track (electric) 25; gauge, 4 ft. 8½ in.; 60 lb. T rail; 17 cars, of which 11 are motor cars and 6 trail cars; 670 K. W. West. generators, West. motors, Briggs and Jackson & Sharp cars, Bemis and Peckham trucks.

OFFICERS.—Pres. E. M. Goodall, V. Pres. Frank Hopewell, Sec. & Treas. L. B. Goodall, Gen. Man. Supt. & Pur. Agt. C. A. Bodwell, Elecn. A. J. Robinson.

GENERAL OFFICE, Washington St., Sanford, Me.

Date of information Feb., 1900. x

SAN FRANCISCO, CAL.

The population in 1880 was 233,959, in 1890, 298,997, in 1897, about 350,000. The population of Oakland in 1880 was 34,555, and in 1890, 48,682. The population of Alameda in 1880 was 5,708, and in 1890, 11,165. The population of Berkeley in 1890 was 5,101. The total population of the city and suburbs is approximately 375,000.

California Street Cable Railroad Co.—Chartered 1884. Annual meeting second Wednesday in July.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share. Dividends 50 cents a month.

Funded Debt.—First mortgage 5 p. c. gold bonds, issued, $900,000; due 1915; int. payable, Jan. and July.

Plant and Equipment.—Miles of track (cable), 11.5; gauge, 3 ft. 6 in.; 38 lb. T rail; 60 grip cars; Hammond cars, Union I. W. engines.

Officers.—Pres. J. B. Stetson, V. Pres. J. Henry Meyer, Sec. W. E. Griffith, Treas. A. Borel & Co., Gen. Man. Supt. & Pur. Agt. J. W. Harris, Ch. Engr. & Ch. Engr. of Power Station A. D. McLean.

General Office, California and Hyde Sts., San Francisco, Cal.

Reference.—Description of road, Vol. IX, June, '93, p. 379 (ill.).

Date of information, Jan., 1900. z

Geary Street, Park & Ocean Railroad Co.—Chartered Nov., 1878. Annual meeting first Wednesday after second Tuesday in Apr.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $1,000,000, issued, $671,000; due 1921; int. payable Apr. and Oct.

Plant and Equipment.—Miles of main line 4, of second track, 4, total track (cable), 8; gauge, 4 ft. 8½ in.; 72 lb. girder rail; 71 cars, of which 31 are grip cars, 10 are combination cars and 30 trail cars; Union I. W. engines.

Officers.—Pres. H. E. Huntington, V. Pres. A. Grant, Sec. & Gen. Man. J. L. Willcutt, Treas. N. T. Smith, Supt. A. W. Barron, Mgr. Dept. of Purchases & Supplies, R. P. Schwerin.

General Office, 49 Second St., San Francisco, Cal.

Date of information, Jan., 1900. z

Market Street Railway Co.—Chartered 1893. This is a consolidation of the following companies:

Central R. R. Co.	Incorp.	1862
North Beach & Mission Ry. Co.	"	1862
City R. R. Co.	"	1863
Potrero & Bay View R. R. Co.	"	1866
Market St Cable Ry. Co.	"	1882
Park & Ocean R. R. Co.	"	1883
Ocean Beach Ry. Co.	"	1885
Southern Heights & Visitacion Ry. Co.	"	1892
Ferries & Cliff House Ry. Co.	"	1887
Omnibus Cable Co.	"	1888
Market St. & Fairmount Ry. Co.	"	1886
*Metropolitan Ry. Co.	"	1891

*The ownership of the Metropolitan Ry. has since been acquired.

Capital Stock, authorized, $18,750,000, issued, $18,617,000; par value, $100 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $17,500,000, issued, $5,121,000; dated Sept. 1, 1894, due 1924; denom. $1,000; int. payable Mar. and Sept., at office of the company; trustee of mortgage, Union Trust Co., of San Francisco.

Market St. Cable Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, $3,000,000; dated Jan. 1, 1883, due 1913; denom. $1,000; int. payable Jan. and July, at office of the company and of Southern Pacific Co., in New York; trustees of mortgage, J. O'B. Gunn and Union Trust Co., of San Francisco.

Omnibus Cable Co.'s first mortgage 6 p. c. bonds, $2,000,000; dated Apr. 2, 1888, due 1918; denom. $1,000; int. payable Apr. and Oct., at office of the company; trustee of mortgage, California Safe Deposit & Trust Co.

Park & Cliff House Co.'s first mortgage 6 p. c. bonds, $350,000; dated Dec. 31, 1887, due 1913; denom. $1,000; int. payable Jan. and July, at office of the company; trustees of mortgage, Thos. Brown and Union Trust Co., of San Francisco.

Powell St. Ry. Co.'s first mortgage 6 p. c. bonds, $700,000; dated Mar. 1, 1887, due 1912; denom. $1,000; int. payable Mar. and Sept., at office of the company; trustees of mortgage, Thos. Brown and Union Trust Co., of San Francisco.

Park & Ocean R. R. Co.'s first mortgage 6 p. c. bonds, $250,000; dated Jan. 1, 1884, due 1914; denom. $1,000; int. payable Jan. and July, at office of the company; trustees of mortgage, W. E. Brown and C. E. Green.

Ferries & Cliff House Ry. Co.'s first mortgage 6 p. c. bonds, $650,000; dated Mar. 1, 1889, due 1914; denom. $1,000; int. payable Mar. and Sept., at office of the company; trustees of mortgage, Thos. Brown and Union Trust Co., of San Francisco.

Operation.—Year ending Dec. 31, 1896. 1897. 1898.

Gross receipts.....	$3,259,989	$3,406,606	$3,483,445
Operating expenses.....	2,058,022	2,055,547	2,046,981
Earnings from operation.....	1,201,967	1,351,059	1,436,464

Please note date of information at end of each report.

Officers.—Pres. W. J. Orthwein, V. Pres. C. H. Spencer, Sec. & Treas. James Adkins.

References.—Description of road, Vol. IX, Dec., '93, p. 789 (ill.); Vol. XI, June, '95, p. 348 (ill.).

Date of information, Mar., 1900. z

Citizens' Railway Co.—Chartered 1884. This company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $1,500,000, issued, $1,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 16.36; gauge, 4 ft. 10 in.; 78 lb. and 85 lb. girder rail; 67 motor cars; Gen. Elec. motors, American cars, American and St. Louis trucks.

Officers.—Pres. W. J. Orthwein, V. Pres. C. H. Spencer, Sec. & Treas. James Adkins.

References.—Description of road, Vol. VI, Feb., '90, p. 58; improvements, Vol. IX, Nov., '93, p. 749.

Date of information, Mar., 1900. z

Compton Heights, Union Depot & Merchants' Terminal Railway Co.—The capital stock of this company is controlled and operated by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Date of information, May, 1899. c z

Delmar Avenue & Clayton Railway Co.—Chartered in 1897. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Contemplated Plant and Equipment.—Miles of track (electric), 5.11; gauge, 4 ft. 10 in.; 65 lb. rail.

Officers.—Pres. G. W. Baumhoff, Sec. & Treas. James Adkins.

Date of information, Mar., 1900. z

Forest Park, Laclede Avenue & Fourth Street Railway Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $100,000; par value, $100 per share.

Plant and Equipment.—Miles of track (electric), 6.75; gauge, 4 ft. 10 in.; 44 lb. rail.

Date of information, Mar., 1900. z

Grand Avenue Railway Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, $100,000.

Officers.—Pres. Murray Carleton, Sec. & Treas. Jas. H. Roach.

Reference.—Increase of stock and bonds, Vol. IX, Aug., '93, p. 558.

Date of information, Mar., 1900. z

Jefferson Avenue Railroad Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $400,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 6.79; gauge, 4 ft. 10 in.; 77½ lb. girder rail; 15 motor cars; Gen. Elec. dynamos and motors, Laclede cars.

Officers.—Pres. Edwards Whitaker, Sec. & Treas. James Adkins, Supt. & Pur. Agt. Jas. F. Davidson.

Date of information, Mar., 1900. z

Lindell Railway Co.—Chartered Jan. 24, 1864. The capital stock of this company is now controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $10,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 60; gauge, 4 ft. 10 in.; 78 lb. and 80 lb. girder rail; 202 cars, of which 155 are motor cars and 47 trail cars; Porter-Allen engines, Gen. Elec. and West. dynamos and motors, St. Louis and Brill cars, Missouri Car & Foundry trucks.

Officers.—Pres. Wm. Duncan, Sec. & Treas. Jas. Adkins.

References.—Description of road, Vol. VIII, June, '92, p. 334 (ill.); Vol. IX, June, '93, p. 356 (ill.); franchise, Vol. IX, Feb., '93, p. 394; description of road, Vol. XI, June, '95, p. 348 (ill.); Vol. XII, Oct., '96, p. 575 (ill.); financial standing (brief), Vol. XII, Oct., '96, p. 608; purchase of Missouri Ry., Vol. XIII, May, '97, p. 318; operating detail, Vol. XIV, Feb., '98, p. 107.

Date of information, Mar., 1900. c z

Midland Street Railway Co.—Operations began in Nov., 1896. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $20,000.

Franchises.—The company has been granted franchises for 12 miles of extensions, all in St. Louis County and reaching Creve Cœur Lake as a western terminus.

Plant and Equipment.—Miles of track (electric), 10.56; gauge, 4 ft. 10 in.; 35 lb. and 56 lb. T rail; 3 motor cars; Gen. Elec. dynamos and motors, Laclede cars.

Officers.—Pres. & Gen. Man. Geo. W. Baumhoff, Sec. & Treas. James D. Adkins.

Date of information, Mar., 1900. z

Missouri Railroad Co.—Chartered May 10, 1859, under laws of 1855. Annual meeting first Monday in May. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $2,400,000, issued, $2,298,600; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Dividends, in 1894, 8 p. c.; in 1895, 8 p. c.; in 1896, 7 p. c.; in 1897, 6 p. c.; 1898, 6 p. c.

Plant and Equipment.—Miles of track, 26; operated by electricity, 17, by cable, 9; gauge, 4 ft. 10 in.; 63 lb. and 78 lb. girder rail; 30 horses, 160 cars, of which 64 are motor cars, 48 are grip cars and 48 trail cars; 3,860 H. P. engines, 1,050 H. P. dynamos, 3,000 H. P. boilers; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brownell, American and Brill cars, American, McGuire and Brill trucks.

Officers.—Pres. & Gen. Man. Edwards Whitaker, V. Pres. C. D. McLure, Sec. & Treas. F. R. Henry, Supt. & Pur. Agt. J. F. Davidson, Ch. Engr. of Power Station P. M. McCormick.

References.—Description of power plant, Vol. VIII, Jan., '92 p. 15; description of car shop fire, Vol. VIII, Apr., 92, p. 232 (ill.); description of road, Vol. XI, June, '95, p. 348 (ill.); Vol. XII, Oct., '96, p. 575 (ill.).

Date of information, Mar., 1900. z

National Railway Co., of Illinois.—Chartered 1889, under laws of Illinois. Annual meeting in Jan. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $2,500,000.

Officers.—Pres. C. H. Spencer, V. Pres. Edwards Whitaker, Sec. & Treas. James Adkins, Gen. Man. Robert McCulloch.

Directors.—C. H. Spencer, W. J. Orthwein, J. S. Walsh, H. Nicholaus, F. C. Whittemore, A. H. Bauer, C. C. Orthwein.

General Office, Champa and Duluth Sts., East St., Louis, Ill. Branch office, 203 Chamber of Commerce Bldg., St. Louis, Mo.

References.—Report, Vol. IX, Feb., '93, p. 129; annual report, Vol. X, Mar., '94, p. 213; Vol. XI, Feb., '95, p. 120; description of road, Vol. XI, June, '95, p. 348 (ill.); Vol. XII, Oct., '96, p. 574 (ill.); (brief), Vol. XII, Oct., '96, p. 606.

Date of information, Mar., 1900. z

People's Railway Co.—Chartered June, 1859. In Apr., 1899, this property was sold to the St. Louis Traction Co., the capital stock of which is now controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $1,000,000, issued, $300,000; par value, $50 per share.

Funded Debt.—See report of United Rys. Co.

Franchises.—Franchises have recently been extended for 20 years under the original conditions.

Plant and Equipment.—Miles of track (cable), 9.6; gauge, 4 ft. 10 in.; 78 lb. girder rail; 95 cars, of which 36 are grip cars and 59 trail cars; 1,000 H. P. station plant; Hamilton-Corliss engines, Heine boilers, Brownell and Stephenson cars.

Officers.—Pres. F. H. Green, V. Pres. W. Wuntbrull, Sec. & Gen. Man. D. J. Mahoney.

General Office, 1801 Park Ave., St. Louis, Mo.

References.—Description of road, Vol. VI, Feb., '90, p. 58; increase of bonds, Vol. X, Jan., '94, p. 78; description of road, Vol. XI, June, '95, p. 348 (ill.); (brief), Vol. XII, Oct., '96, p. 579 (ill.).

Date of information, Mar., 1900. z

St. Louis Railroad Co.—Chartered Mar. 10, 1859. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized $2,500,000, issued, $1,938,700; par value, $100 per share.

Please note date of information at end of each report.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (cable), 14.62; gauge, 4 ft. 10 in.; 78 lb. girder rail; 238 cars, of which 78 are grip cars, 80 are box cars and 80 open cars; Brownell and own cars. Southwestern branch, 7.47 miles of track (electric), 20 motor cars.

Officers.—Pres. Edwards Whitaker, V. Pres. Murray Carleton, Sec. & Treas. James Adkins.

Reference.—Description of cable power plant, Vol. VII, June, '91, p. 284 (ill.).

Date of information, Mar., 1900. z

Southern Electric Railroad Co.—Chartered Apr. 16, 1884.

Capital Stock.—Common stock, authorized and issued, $500,000, par value, $100 per share. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

6 p. c. preferred stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 21.68; gauge, 4 ft. 10 in.; 78 lb. girder rail; 75 motor cars; Allis engines, Gen. Elec. dynamos and motors, American cars, American and St. Louis trucks.

Officers.—Pres. C. H. Spencer, V. Pres. Edwards Whitaker, Sec. & Treas. James Adkins Gen. Man. Robt. McCulloch, Ch. Engr. & Elecn. E. C. Braun.

References.—Description of road, Vol. IX, Sept., '93, p. 575 (ill.); Vol. XI, June, '95, p. 348 (ill.); (brief), Vol. XII, Oct. '96, p. 579 (ill.).

Date of information, Mar, 1900. z

Southwestern Railway Co.—Chartered 1893. The lines of this company are operated by the St. Louis R. R. Co., the capital stock of which is controlled by the United Railways Co. of St. Louis.

Officers.—Same as St. Louis R. R. Co.

General Office, 3700 North Broadway.

Date of information, Mar., 1900. z

St. Louis, Clayton & Creve Coeur Lake Railroad Co.—Chartered in 1897. This road is in course of construction. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Contemplated Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 10 in.; 65 lb. rail.

Officers.—Pres. G. W. Baumhoff, Sec. & Treas. James Adkins.

Date of information, Mar., 1900. z

St. Louis County Street Railway Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $70,000, issued, $23,500.

Plant and Equipment.—Miles of track (horse), 3; 40 lb. T rail; 8 horses, 4 horse cars; St. Louis cars.

Officers.—Pres. M. B. Greensfelder, V. Pres. A. Arnstein, Sec. & Treas. J. B. Greensfelder.

Date of information, Mar., 1900. z

Taylor Avenue Street Railway Co.—The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized and issued, $500,000; par value, $100 per share. This stock is all in the treasury of the Lindell Ry. Co.

Funded Debt.—See report of United Rys. Co.

Date of information, May, 1899. c z

Union Depot Railroad Co.—Chartered 1855. On Apr. 1, 1893, this company acquired by purchase the Mound City R. R. Co., the Benton-Bellefontaine Ry. Co. and the Grand Avenue Ry. Co. The capital stock of this company is controlled by the United Railways Co. of St. Louis.

Capital Stock, authorized, $4,000,000, issued, $3,000,000; par value, $100 per share.

Funded Debt.—See report of United Rys. Co.

Plant and Equipment.—Miles of track (electric), 75.5; gauge, 4 ft. 10 in.; 78 lb. girder rail; 381 cars, of which 215 are motor cars and 166 trail cars; 5,300 H. P. engines, 5,452 H. P. dynamos, 5,500 H. P. boilers, Gen. Elec. dynamos and motors, St. Louis and Stephenson cars.

Officers.—Pres. John Scullin, V. Pres. Murray Carleton, Sec. & Treas. Jas H. Roach, Supt. T.W. Murphy, Ch. Engr. W.L. Patterson.

References.—Benton-Bellefontaine Ry.—Description of road, Vol. IX, Mar., '93, p. 177 (ill.). Union Depot R. R. Co.—Description of power plant, Vol. VI, Oct., '90, p. 475 (ill.); general report, Vol. IX, Nov., '93, p. 749; description of road, Vol. XI, June, '95, p. 348 (ill.); fender record, Vol. XII, June, '96, p. 387; description of road, Vol. XII, Oct., '96, p. 575 (ill.); (brief), Vol. XII, Oct. '96, p. 608.

Date of information, Mar., 1900. z

Fourth Street & Arsenal Railway Co.—This company is the successor to the Tower Grove & Lafayette Ry. Co., chartered in June, 1859. It leases trackage over 2 miles of the People's Ry. for 40 years, at a rental of $6,000 per annum. In Oct., 1898, this property was purchased by the Central Traction Co.

Capital Stock, authorized, $300,000, issued, $150,000; par value, $50 and $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; coupon, but may be registered; dated 1888, due 1898-1903, at option of company; denom. $1,000; int. payable Jan. and July.

General mortgage 6 p. c. gold bonds, authorized, $300,000, issued, $150,000; dated 1896, due 1916; int. payable Mar. and Sept. at Union Trust Co., of St. Louis, trustee of mortgage.

Franchises.—In 1893 the municipal franchises were extended for 50 years, expiring in 1943.

Plant and Equipment.—Miles of track (electric), 5; gauge, 4 ft. 10 in.; 78 lb. girder rail; 96 horses, 15 cars; Stephenson cars.

Officers.—Pres. F. H. Green, V. Pres. & Gen. Man. John Mahoney, Sec. Chas. J. Maguire.

Directors.—Chas. Green, Chas. J. Maguire, James Campbell, John Mahoney.

General Office, 1801 Park Ave., St. Louis, Mo.

References.—Annual report of '92, Vol. IX, Feb., '92, p. 116; description of road (brief), Vol. XII, Oct., '96, p. 579 (ill.).

Date of information, May, 1899. x

St. Louis & East St. Louis Electric Railway Co.—Chartered July, 1889.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $75,000; dated Jan. 1, 1890, due 1905; int. payable Jan. and July, at office of St. Louis Trust Co., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 10 in.; 48 lb. and 56 lb. girder rail; 7 motor cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis and Brownell cars, St. Louis and Bemis trucks.

Officers.—Pres. D. R. Powell, V. Pres. C. C. Carroll, Sec. D. T. Breck, Asst. Supt. & Elecn. W. H. Williams.

General Office, 115 N. 3d St., St. Louis, Mo.

References.—Increase of stock, Vol. IX, June, '93, p. 418; July, '93, p. 443; description of road, Vol. XI, June, '95, p. 348 (ill.).

Date of information, May, 1899. c z

St. Louis & Kirkwood Railroad Co.—Chartered 1893.

Capital Stock, authorized and issued, $300,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $300,000, issued, $250,000; dated 1895, due 1915; int. payable Jan. and July; trustee of mortgage, St. Louis Trust Co.

Plant and Equipment.—Miles of track (electric), 10.5; gauge, 4 ft. 10 in.; 60 lb. T and girder rail; 10 motor cars; Southwark engines, West. dynamos and motors, American cars.

Officers.—Pres. J.P.Dawson, Sec. K. Jarvis, Treas. W. F. Silver.

Date of information, May, 1899. c

St. Louis & Meramec River Railroad Co.—Chartered 1894.

Capital Stock, $2,000,000, of which $1,000,000 are held in treasury of St. Louis & Suburban Ry. Co.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $1,000.000; coupon, but may be registered; dated May 8, 1896, due 1916; denom. $1,000, int. payable May and Nov., at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

Consolidated mortgage bonds, authorized, $2,000,000, issued, none; dated 1898.

Note.—These bonds are guaranteed, principal and interest, by the St. Louis & Suburban Ry. Co.

Plant and Equipment.—Miles of track (electric), 18; 60 lb. T and 70 lb. girder rail; 40 motor cars; rent power from the Suburban R. R. Co.

Officers.—Pres. C. H. Turner, Sec. R. Lehmann, Gen. Man. T. M. Jenkins.

Directors.—Charles H. Turner, Samuel M. Kennard, J. B. Case, Ellis Wainwright, H. Nicolaus.

General Office, 216 Wainwright Bldg., St. Louis, Mo.

Date of information, May, 1899. c

St. Louis & Suburban Railway Co.—Chartered 1890. This company purchased the property and franchises of the St. Louis Cable & Western Ry. Co. under foreclosure of mortgage, June 10, 1890.

Capital Stock, authorized, $2,500,000, issued, $2,000,000, in treasury, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $2,000,000, issued, $1,400,000, in escrow, $600,000; dated Feb. 1, 1891, due 1921; denom. $1,000; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

5 p. c. income bonds, authorized, $2,000,000, issued, $300,000; dated 1891.

St. Louis Cable & Western Ry. Co.'s first mortgage 6 p. c. bonds, $600,000; dated 1884, due 1914; int. payable Mar. and Nov., at office of Farmers' Loan & Trust Co., of New York.

Operation.

Year ending	No. of trips.	Passengers carried.
Dec. 31, 1886	141,134	3,505,997
" 1887	148,741	5,061,429
" 1888	185,775	4,832,576
" 1889	111,629	4,680,335
" 1890	105,084	4,343,139
" 1891	102,160	4,027,888
" 1892	124,103	7,037,761
" 1893	255,996	8,030,182
" 1894	118,445	7,754,752
" 1895	105,806	7,803,746
" 1896		9,892,652
" 1897		11,205,233
" 1898	168,924	11,738,548

Plant and Equipment.—Miles of track (electric), 28.5; gauge, 4 ft. 10 in.; 35 lb. to 69 lb. T and girder rail; 80 motor cars, 180 motors; 2,250 H. P. Hamilton-Corliss engines, 1,700 H. P. Gen. Elec. dynamos, 1,500 H. P. boilers, St. Louis and Brownell cars, St. Louis trucks.

Officers.—Pres. C. H. Turner, V. Pres. S. M. Kennard, Sec. & Treas. R. Lehmann, Supt. T. M. Jenkins, Ch. Engr. C. H. Ladlie, Elecn. H. O. Rockwell.

Directors.—James Jackson, Chas. H. Turner, S. M. Kennard, James Green, Chas. C. Maffit, Ellis Wainwright, C. H. Sampson, J. B. Case, H. Nicolaus.

General Office, 216 Wainwright Bldg., St. Louis, Mo.

References.—Description of road, Vol. VIII, July, '92, p. 395 (ill.); fire in car house, Vol. VIII, July, '92, p. 404 (ill.); operating detail, improvements, Vol. IX, Feb., '93, p. 95; postal service, Vol. IX, Jan., '93, p. 29; description of road, Vol. XII, Oct., '96, p. 578 (ill.). ST. LOUIS CABLE & WESTERN RAILWAY CO.—Vol. VI, Feb., '90, p. 56 (ill.); description of power plant, Vol. VI, Feb., '90, p. 44 (ill.); description of road, Vol. XI, June, '95, p. 348 (ill.).

Date of information, May, 1899.

NEW CORPORATION.

Interurban Traction Co., of St. Louis.—This company, it is reported, is to be the consolidation of the St. Louis & Belleville Suburban Electric Ry. Co., of East St. Louis, and the St. Louis & Belleville Electric Ry. Co., of Belleville, Ill., which are now operated as separate companies.

Date of information, Feb., 1900. x

ST. THOMAS, CAN.

Population in 1891, 10,370, in 1899, 13,000.

St. Thomas Street Railroad Co.—Chartered in 1878 for 50 years. Municipal franchise granted in 1878. Annual meeting in Mar. This company has extended its line, and commenced electric operation June 15, and also owns and operates Pinafore Lake Park of 80 acres.

CAPITAL STOCK.—$50,000.

FUNDED DEBT.—Debenture 4 p. c. gold bonds, authorized and issued, $50,000; dated Feb. 1898, due 1920; denom. $500. These bonds are guaranteed by the city of St. Thomas.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 65 lb. rail; 14 cars, of which 8 are motor cars and 6 trail cars; Robb engines, Canadian, Gen. Elec. dynamos and motors, Ottawa cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. J. H. Still, V. Pres. M. A. Gilbert, Sec. & Treas. John Stacey.

DIRECTORS.—J. H. Still, M. A. Gilbert, John Farley, John Stacey, Chas. B. Hunt.

GENERAL OFFICE, St. Thomas, Ont.

Date of information, Mar., 1900. z

SALEM, MASS.

Population in 1880, 24,117, in 1890, 27,563.

Salem & Wakefield Street Railway Co.—Chartered in 1897. This road began operation May 6, 1898. This company has been consolidated with the Wakefield & Stoneham St. Ry. Co., which has since been merged into the Lynn & Boston R. R. Co. The capital stock of these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $75,000.

OPERATION.—	5 months ending Sept. 30, 1898.	Year ending Sept. 30, 1899.
Receipts from passengers	$9,570	$10,731
" other sources	48	1,419
" total	9,618	12,150
Operating expenses	5,022	10,673
Earnings from operation	4,596	1,477
Deductions from earnings.		
Interest on floating debt	387	1,886
Taxes	942	509
Other deductions	1,644	2,494
Net income	1,623	*3,413
Total surplus account	1,623	*1,789

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30, 1899.	
General expenses	$ 1,230
Maintenance of road and buildings	836
" " equipment	676
Transportation expenses	7,931
Total	$10,673

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1899.	
Revenue passengers carried	207,514
Car miles run	86,255
Total receipts per car mile	$.141
Operating expenses per car mile	.124

BALANCE SHEET.—Dated Sept. 30, 1899.

Assets.		Liabilities.	
Cost of road	$84,466	Capital stock	$75,000
" " equipment	15,187	Current liabilities	36,930
Other permanent invest	7,625	Accrued liabilities	107
Cash and current assets	2,970		
Profit and loss (deficit)	1,789		
Total	$112,037	Total	$112,037

PLANT AND EQUIPMENT.—Miles of track (electric), 7; 7 motor cars.

OFFICERS.—Pres. C. F. Woodward, V. Pres. Elwin C. Foster Sec. Edwin L. Stone, Treas. Chas. Williams.

DIRECTORS.—C. F. Woodward, Jos. H. Goodspeed.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

Date of information, Dec., 1899. b

SALEM, O.

Population in 1880, 4,041, in 1890, 5,780.

Salem Electric Railway Co.—Chartered Oct. 2, 1889.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $50,000; dated Jan., 1890, due 1910; int. payable Jan. and July, at office of Savings & Trust Co., of Cleveland, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 6 cars, of which 4 are motor cars and 2 trail cars, Gen. Elec. dynamos and motors; rent power.

OFFICERS.—Pres. & Treas. M. Davis, Sec. D. L. Davis, Gen. Man. Ch. Engr. & Elecn. Charles Fifer.

GENERAL OFFICE, 210 E. Main Street, Salem, O.

Date of information, Mar., 1900. x

SALEM, ORE.

Population in 1890, 12,410, in 1897 (local estimates), 16,000.

Salem Light & Traction Co.—This company is a successor to the Salem Motor Ry., the Salem Light & Power Co., and the Salem Consolidated Street Ry. Co., the latter having been sold under foreclosure of second mortgage on Dec. 31, 1896, for $15,000, to A. L. Barbur, of Portland. In addition to the only railway plant, the company owns the only electric light and power plant in Salem, a 650 H. P. plant.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT, $150,000.

FRANCHISES.—The company owns a perpetual electric light and power franchise and a 50-year railway franchise. The company also has long time contracts with the city of Salem for street lighting, and with the state of Oregon for lighting the Penitentiary, Insane Asylum, Capitol and Blind School.

OPERATION.—Year ending Dec. 31,

	1894.	1895	1896.	1897.	1898.
Gross receipts	$44,860	$44,914	$40,594	$45,028	$49,50.
Operating expenses	27,049	27,495	29,675	33,944	42,97.
Earnings from oper.	17,811	17,419	10,919	11,084	*6,5

*Decrease for 1898 is owing to extensive improvements, n charged into construction account.

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 40 lb. T rail; 19 cars, of which 15 are motor cars and 4 trail cars; Taylor-Beck, Sioux City-Corliss and West. engines, Gen. Elec. dynamos and motors, Brill, Brownell, Pullman and Stockton rebuilt cars.

LIGHTING PLANT.—240 arc Edison and Schuyler dynamos, 3,600 incandescent Edison and T.-H. lamps, Gen. Elec. alternating current system. The company has recently increased the capacity of its lighting plant by 250 H.P.

OFFICERS.—Pres. E. P. McCornack, V. Pres. F. H. Page, Sec. Gen. Man. Supt. Pur. Agt. & Ch. Elecn. J. L. Lambirth, Treas. First National Bank, Ch. Engr. of Power Station W. L. West.

GENERAL OFFICE, Court and Liberty Sts., Salem, Ore.

Date of information, Feb, 1900. z

SALT LAKE CITY, UTAH.

Population in 1880, 20,768, in 1890, 44,843, in 1899 (estimated), 70,000.

Salt Lake City Railroad Co.—Chartered Jan. 19, 1872.

Capital Stock, authorized, $1,000,000; issued, $850,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $1,500,000, issued, $840,000; coupon, but may be registered; dated Jan. 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York.

Note.—By the terms of the mortgage deed the company is permitted to issue bonds at a rate not exceeding $20,000 per mile of completed track. After the total mortgage indebtedness reaches $1,000,000 no further issue can be made unless the net earnings of the preceding 12 months are sufficient to pay 12 per cent. on both the outstanding and the proposed issue of bonds. The total bond issue may be called on Jan. 1, 1903, or on Jan. 1 of any succeeding year until maturity. In case the whole issue is not called, one-tenth of the issue will be called in and paid on Jan. 1 of each year after 1903, the bonds to be called in the order of their number, beginning with No. 1.

Franchises are granted for 50 years from Jan. 1, 1894.

Plant and Equipment.—Miles of track (electric), 47; gauge, 4 ft. 8½ in.; 35 lb., 52 lb. and 72 lb. T rail; 65 cars, of which 58 are motor cars and 7 trail cars; Fraser & Chalmers engines, Gen. Elec. and West. dynamos and motors, Stephenson cars.

Officers.—Pres. A. W. McCune, V. Pres. R. C. Chambers, Sec. & Treas. Jos. S. Wells, Supt. & Pur. Agt. Walter P. Read, Mast. Mech. C. M. Dunlap.

General Office, Hooper Bldg., Salt Lake City, Utah.

References.—Description of road, Vol. IX, Apr., '93, p. 240 (ill.); operating detail, Vol. XIV, Apr., '98, pp. 190, 194 (ill.).

Date of information, May, 1899. c z

Salt Lake Rapid Transit Co.—Chartered Jan. 14, 1890, for 50 years, from Jan. 1, 1894.

Capital Stock, authorized, $500,000, issued, $356,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $350,000; dated Feb., 1890, due 1910; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 33.82; gauge, 4 ft. 8½ in.; 35 lb. to 79 lb. T and girder rail; 2 horses, 41 cars, of which 30 are motor cars and 11 trail cars; 15 cars operated on winter schedule, 20 on summer; Ide engines, Gen. Elec. dynamos and motors, St. Louis, Jones, Stephenson and Woeber cars.

Officers.—Pres. & Gen. Man. J. S. Cameron, V. Pres. J. M. Donnellan, Sec. & Treas. G. S. Gannett, Supt. & Pur. Agt. W. H. Stone, Ch. Engr. of Power Station G. L. Asher.

General Office, 176 South State St., Salt Lake City, Utah.

References.—Description of road, Vol. IX, Apr., '93, p. 242 (ill.); increase of stock and bonds, Vol. IX, Mar., '93, p. 197.

Date of information, May, 1899. c d

West Side Railway Co.—This is the successor to the West Side Rapid Transit Co. Annual meeting first Monday in May.

Capital Stock, $300,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track, 12; operated by steam, 8, by electricity, 4; gauge, 4 ft. 8½ in.; 30 lb. T rail; 4 cars, of which 3 are motor cars and 1 trail car, 2 dummy engines; Gen. Elec. dynamos and motors.

Officers.—Pres. L. L. Nunn, V. Pres. Wm. Story, Sec. & Treas. A. M. Wrench, Gen. Man. T. A. Davis.

General Office, 14 West 3d South St., Salt Lake City, Utah.

Date of information, May, 1896.

SAN ANTONIO, TEX.

Population in 1880, 20,550, in 1890, 37,513, in 1896 (local estimates), 55,000.

San Antonio Street Railway Co.—Chartered May, 1874. This company was consolidated with the San Antonio Edison Co., in Mar., 1899.

CAPITAL STOCK, authorized, $1,000,000, issued, $200,000.

FUNDED DEBT.—First mortgage 7 p. c. coupon bonds, authorized and issued, $200,000; dated Aug. 15, 1885, due 1905; denom. $500; int. payable Feb. and Aug., at offices of San Antonio Na ional Bank.

Consolidated mortgage 6 p. c. coupon bonds, authorized, $600,000; dated May 1, 1891, due 1920; int. payable May and Nov.

PLANT AND EQUIPMENT.—Miles of track (electric), 34; gauge, 4 ft.; 40 lb. to 56 lb. T rail; 45 cars, of which 39 are motor cars and 6 trail cars; A. & S. engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Treas. W. H. Weiss, V. Pres. Reagan Houston, Gen. Man. John Q. Brown, Sec. & Supt. D. D. Willis, Asst. Supt. T. C. Brown, Audr. J. J. King.

GENERAL OFFICE, 113 W. Houston St.

REFERENCE.—Description of cross compound engine, Vol. XIV Sept., '98, p. 575 (ill.).

Date of information, Mar., 1900. x

San Antonio Edison Co.—This company is the successor to the Citizens' Electric Power & Street Ry. Co., and was consolidated with the San Antonio Street Ry. Co., in Mar., 1899.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 19 cars, of which 10 are motor cars and 9 trail cars; Gen. Elec. dynamos and motors, Brill and Lewis & Fowler cars.

OFFICERS.—Pres. Floyd McGown, V. Pres. J. P. Ord, Sec. F. C. Davis, Man. Supt. & Pur. Agt. R. S. Wakefield.

GENERAL OFFICE, 102 Garden St.

Date of information, Mar., 1899. d x

San Antonio Rapid Transit Street Railroad Co.—Chartered 1889, for 30 years. Annual meeting third Monday in Dec. This property was sold under foreclosure of mortgage on May 7, 1895, and was bought in by the bondholders for $25,000 and reorganized.

CAPITAL STOCK, authorized, $200,000, issued, $100,000.

FUNDED DEBT.—$50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; Bullock engines, Gen. Elec. dynamos and motors, Brill and Barney & Smith cars.

OFFICERS.—Pres. C. L. Harwood, Sec. Supt. Pur. Agt. & Ch. Engr. B. W. Randall, Gen. Man. G. S. Simons, Elecn. D. Biggam.

GENERAL OFFICE, 525 E. Houston St.

Date of information, Dec., 1896. d

West End Street Car Co.

CAPITAL STOCK, $26,000.

FUNDED DEBT.—First mortgage 6 p. c. golds bonds, $100,000; dated July 1, 1890, due 1910; int. payable at Importers' & Traders' National Bank, of New York, or at company's office in San Antonio.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.8; gauge, 4 ft.; 30 lb. T rail; 6 cars, of which 3 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. G. W. Russ, V. Pres. F. H. Baldwin, Sec. J. N. Groesbeck, Treas. Thad. W. Smith, Supt. Pur. Agt. & Elecn. M. J. Spangle.

GENERAL OFFICE, West End, San Antonio, Tex.

Date of information, May, 1899. c

Alamo Heights Railway Co.—Chartered May 13, 1895. A receiver was appointed for this company in Mar., 1897, on the application of the New York bondholders.

CAPITAL STOCK, $62,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $500,000; coupon, but may be registered; dated June 1, 1895, due 1915; denom. $500; int. payable June and Dec., at office of Franklin Trust Co., of Brooklyn, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; 7 cars, of which 5 are motor cars and 2 trail cars.

OFFICERS.—Receiver Man. & Supt. W. H. Hume, Treas. S. K Buchanan.

GENERAL OFFICE, San Antonio, Tex.

Date of information, May, 1899. c d

SAN BERNARDINO, CAL.

Population in 1880, 1,673, in 1890, 4,012.

City Street Railway Co.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.13; gauge, 4 ft. 8½ in.; 20 lb. T rail; 12 horses, 9 horse cars.

OFFICERS.—Pres. H. M. Barton, V. Pres. John Anderson, Sec. & Gen. Man. I. H. Curtis.

GENERAL OFFICE, San Bernardino, Cal.

Date of information, May, 1899. c

SAN DIEGO, CAL.

Population in 1880, 2,637, in 1890, 16,159, in 1898, 22,000.

San Diego Electric Railway Co.—Chartered 1891. This company purchased the property of the San Diego Street Car Co., sold under foreclosure of mortgage in Oct., 1891, and the property of the Citizens' Traction Co. sold under foreclosure in Feb., 1898.

CAPITAL STOCK, authorized, $500,000, issued, $350,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 30 lb. to 60 lb. T and girder rail; 13 cars, of which 11 are motor cars and 2 trail cars; Risdon Iron Works engines, Gen. Elec. dynamos and motors, Brill and own cars.

OFFICERS.—Pres. A. B. Spreckels, V. Pres. E. S. Babcock, Sec. Treas. & Gen Man. J. A. Flint, Pur. Agt. Fred. Creelman, Ch. Engr. & Ch. Engr. of Power Station H. S. Taylor, Elecn. Jas. Restine.

GENERAL OFFICE, E and Arctic Sts.

REFERENCES.—CITIZENS' TRACTION CO.—Description of road, Vol. VII, July, '91, p. 337 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 152. SAN DIEGO ELECTRIC RAILWAY CO.—Description of cars, Vol. XIII, Feb., '97, p. 96 (ill.).

Date of information, Mar., 1900. z

San Diego, Old Town & Pacific Beach Railroad Co.—Chartered Apr. 26, 1888, as a consolidation of the San Diego & Old Town St. R. R. and the San Diego & Pacific Beach Ry. Co. The San Diego, Pacific Beach & La Jolla Ry. Co. is operated in connection with this company.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (steam), 14; gauge, 4 ft. 8½ in.; 35 lb. and 40 lb. T rail; 8 passenger cars; Baldwin engines, Hammond cars.

OFFICERS.—Pres. & Gen. Man. G. E. Babcock, V. Pres. Chas. T. Hinde, Sec. H. Dabney, Treas. Merchants' National Bank, Ch. Engr. L. J. Davids.

Date of information, May, 1899. c

San Diego, Pacific Beach & La Jolla Railway Co.—This company is operated in connection with the San Diego, Old Town & Pacific Beach R. R. Co.

CAPITAL STOCK, authorized and issued, $25,000.

PLANT AND EQUIPMENT.—Included in statement of the San Diego, Old Town & Pacific Beach R. R. Co.

OFFICERS.—Same as San Diego, Old Town & Pacific Beach R. R. Co.

Date of information, May, 1899. c

SANDUSKY, O.

Population in 1880, 15,838, in 1890, 18,471.

Sandusky & Interurban Electric Railway Co.—Chartered July, 1898, in perpetuity. This company is the successor, by purchase, of the Sandusky Street Ry. Co., chartered Aug. 29, 1881.

CAPITAL STOCK, authorized, $500,000, issued, $65,200, in treasury, $434,800.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $90,000, issued, $65,200, in treasury (see Note), $24,800; dated Aug. 1, 1898, due 1918; denom. $500; int. payable Feb. and Aug., at office of Thos. Wood, Gen. Man., Sandusky, O.; trustee of mortgage, E. W. Moore, Treas. Dime Savings and Banking Co., Cleveland, O.

NOTE.—Present funded debt of $90,000 is authorized on present line, and may be extended at rate of $10,000 per mile on new extensions. At present time this company is constructing an extension to Lorain, O. (30 miles) through Huron and Vermillion; line was opened to Huron (10 miles) on Nov. 3, 1899, and expects to complete the extension as rapidly as possible.

Bonds may be called for payment on 60 days' notice, at the expiration of five years.

OPERATION.—During 7½ months to Jan. 1, 1899.

Gross receipts	$42,622
Operating expenses	30,277
Earnings from operation	$12,345
Deductions from earnings.	
Interest on bonds accrued 18 months	4,890
Net income	7,455
Per cent. op. exp. to total receipts	71.0

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 14 motor cars; 200 H. P. station plant. West. and Walker dynamos and motors, Brownell and Gilbert cars.

OFFICERS.—Pres. H. A. Everett, V. Pres. W. H. Price, Sec. & Treas. C. H. Stewart, Gen. Man. Thos. Wood.

DIRECTORS.—H. A. Everett, E. W. Moore, B. Mahler, C. H. Stewart, W. H. Price.

GENERAL OFFICE, Electric Building, Cleveland, O.

Date of information, Feb., 1900. z

People's Electric Railway Co.—Chartered Aug., 1891, for 25 years. The Sandusky, Milan & Norwalk Electric Ry. Co. pays a rental of $2,700 a year for the use of this company's tracks in the city.

CAPITAL STOCK, authorized, $100,000, issued, $80,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $40,000, issued, $35,000, in treasury, $5,000; coupon, but may be registered; int. payable Jan. and July, at office of treasurer; trustee of mortgage, R. B. Hubbard, of Sandusky.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.25; gauge, 4 ft. 8½ in.; 40 lb. to 45 lb. T and girder rail; 8 motor cars; West. dynamos and motors.

OFFICERS.—Pres. W. H. Gilcher, V. Pres. Frank Stang, Sec. R. B. Fisher, Treas. A. W. Prout, Supt. J. P. Clifton.

DIRECTORS.—Geo. Barney, G. H. De Witt, C. L. De Witt, Geo. Feick W. H. Gilcher, J. Kuebeler, Abram Lebensburger, A. W. Prout, Frank Stang, T. B. Taylor, Thos. Wood.

GENERAL OFFICE, 122 Lawrence St., Sandusky, O.

Date of information, May, 1899. d x

Sandusky, Milan & Norwalk Electric Railway Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share.

FUNDED DEBT, authorized and issued, $100,000; int. payable Jan. and July, at office of company; trustee of mortgage, W. H. Burriss, Cleveland, O.

OPERATION.—Year ending May 31, 1899.

Gross earnings	$34,734
Operating expenses	24,182
Earnings from operation	10,552
Deduction from earnings.	
Interest	5,835
Net income	4,717
Divivends paid	3,000
To surplus account	1,717
Total " "	11,894

BALANCE SHEET.—Dated May 31, 1899.

Assets.		Liabilities.	
Cost of road and equip..	$217,432	Capital stock	$100,000
Cash	215	Funded debt	100,000
Accounts receivable	69	Accounts payable	5,822
		Profit and loss (surplus).	11,894
Total	$217,716	Total	$217,716

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 50 lb. T and girder rail; 9 motor cars; West. dynamos and motors.

OFFICERS.—Pres. Geo. H. DeWitt, V. Pres. Henry Kelley, 2d V. Pres. T. B. Taylor, Treas. A. W. Prout, Sec. & Gen. Man. Jas. D. Parker, Elecn. J. H. Keller, Ch. Engr. H. W. Fisk.

GENERAL OFFICE, West House Block, Sandusky, O.

REFERENCE.—Description of road (brief). Vol. XI, Dec., '95, p. 786 (ill.).

Date of information, Feb., 1900. z

SANFORD, ME.

Population in 1880, 2,734, in 1890, 4,201, in 1900, 6,000.

Mousam River Railroad Co.—Chartered July 18, 1892.

CAPITAL STOCK, authorized, $200,000, issued, $65,000; par value, $100 per share.

OPERATION.—Year ending Dec. 31,	1895.	1897.	1898
Receipts from passengers	$25,861	$25,416	$40,550
" other sources	3,876	2,947	4,675
" total	29,737	28,363	45,225
Operating expenses (including taxes)	15,031	16,798	23,468
Earnings from operation	14,706	11,565	21,757
Net income	14,706	11,565	
Per cent. op. exp. to total receipts	50.5	59.2	54.1

BALANCE SHEET.—Dec. 31.

ASSETS.	1895.	1897.
Cost of road	$ 177,445	$ 177,620
" equipment	118,253	120,710
Other permanent investments	37,126	37,162
Cash	1,824	700
Bills and accounts receivable	911	120
Material and supplies	1,811	1,838
Other assets	1,021,060	999,881
Total	$1,358,430	$1,338,032
LIABILITIES.		
Capital stock	$1,000,000	$1,000,000
Funded debt	300,000	300,000
Bills and accounts payable	5,862	1,899
Earnings	27,890	
Profit and loss (surplus)	24,678	36 133
Total	$1,358,430	$1,338,032

No operating report for 1896 has been received.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 36 lb. and 50 lb. T and girder rail; 14 cars, of which 13 are motor cars and 1 trail car; 375 H. P. station plant; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Northern cars.

OFFICERS.—Pres. Treas. & Gen. Man. S. L. Shuffleton, V. Pres. B. Pelly, Sec. W. A. Walthew, Supt. & Elecn. O. Elmore, Ch. Engr. J. Auckland.

TRUSTEES.—Thos. Burke, S. L. Shuffleton, H. B. Huntley, B. Pelly, H. W. Lung.

GENERAL OFFICE, 616 Burke Bldg., Seattle, Wash.

REFERENCE.—Description of road, Vol. IX, May, '93, p. 315.

Date of information, Feb., 1900. x

Grant Street Electric Railway Co.—Chartered in Feb., 1891, for 50 years. Municipal franchise granted in Feb., 1892, for 50 years. Annual meeting in Feb.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; due 1912; denom. $1,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 3 ft. 6 in.; 56 lb. girder and T rail; 11 motor cars; West. engines, Gen. Elec. dynamos and motors, Rholfs & Shoder cars.

OFFICERS.—Pres. N. H. Latimer, V. Pres. & Treas. R. H. Denny, Sec. E. F. Blaine, Gen. Man. Denny-Blaine Land Co., Supt. R. E. Ferren.

DIRECTORS.—N. H. Latimer, R. H. Denny, E. F. Blaine.

GENERAL OFFICE.—Dexter Horton Bank Bldg., Seattle, Wash.

REFERENCE.—Description of road (brief), Vol. IX, May, '93, p. 316.

Date of information, Feb., 1899. z

Madison Street Cable Railway Co.—Chartered Sept. 17, 1889. This company controls the South Seattle Cable Ry. Co. and is now controlled by the Seattle Electric Co.

CAPITAL STOCK, authorized and issued, $750,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $450,000; coupon, but may be registered; dated 1890, due 1910; int. payable Apr. and Oct.

PLANT AND EQUIPMENT.—Miles of track (cable), 7.25; gauge, 3 ft. 6 in. and 4 ft. 8½ in.; 38 lb. girder rail; 19 cars, of which 16 are grip cars and 3 freight trail cars; 600 H. P. station plant; Hamilton-Corliss engines, S. C. H. & A. Works cars.

OFFICERS.—Pres. H. G. Struve, V. Pres. R. H. Denny, Sec. M. McMicken, Treas. J. Furth, Asst. Sec. N. B. Solner, Supt. S. Gibson, Ch. Engr. E. F. Merriam.

GENERAL OFFICE, Madison St. Power House, Seattle, Wash.

REFERENCE.—Description of road, Vol. IX, May, '93, p. 311 (ill.).

Date of information, Feb., 1900. z

Seattle City Railway Co.

CAPITAL STOCK, $600,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $600,000, issued, $441,000; dated Oct. 1, 1890, due 1910.

PLANT AND EQUIPMENT.—Miles of track (cable), 5; gauge, 3 ft.; 16 lb. T rail; 27 cars, of which 12 are grip cars and 15 trail cars.

OFFICERS.—Receiver W. A. Underwood, 27 William St., New York; Gen. Man. Supt. & Pur. Agt. A. F. Haas.

GENERAL OFFICE, Power House, Yesler Way, Seattle, Wash.

REFERENCE.—Description of road, Vol. IX, May, '93, p. 315.

Date of information, Feb., 1899. x

Union Trunk Line.—Chartered June, 1890. Annual meeting in Dec. In Feb., 1900, it was stated that this company had passed into the control of the Seattle Electric Co.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, $500,000, issued, $350,000, in treasury for future extensions, $150,000; coupon, but may be registered; dated 1891, due 1911; denom. $1,000; int. payable at office of Central Trust Co. of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, 16; operated by electricity, 14.5, by cable, 1.5; gauge, 3 ft., 6 in.; 56 lb. T and girder rail; 23 cars, of which 15 are motor cars and 8 grip cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. M. H. Young, V. Pres. F. E. Sander, Sec. J. D. Lowman, Treas. R. R. Spencer, Gen. Supt. & Pur. Agt. David Bruce, Ch. Engr. of Power Station J. C. Biegert, Elecn. W. W. McGilvary.

GENERAL OFFICE, James St., Seattle, Wash.

REFERENCE.—Description of road, Vol. IX, May, '93, p. 311 (ill.).

Date of information, Feb., 1900. x

West Seattle Cable Railway Co.—This company suspended operation of road in Sept., 1897, for an indefinite time, and will start again in the spring of 1900 or as soon as increase of population will allow of successful operation.

CAPITAL STOCK, $150,000.

PLANT AND EQUIPMENT.—Miles of track (cable), 2; gauge, 3 ft. 6 in.; 4 cars, Wheelock engines.

OFFICERS.—Pres. Homer S. King, Sec. & Man. Dana W. Brown.

REFERENCE.—Description of road (brief), Vol. IX, May, '93, p. 316.

Date of information, Feb., 1900. z

First Avenue Railway Co.—This company is a reorganization of the Front St. Cable Ry., and leases the North Seattle Cable Ry. Co. In Feb, 1900, it was stated that this company had passed into the control of the Seattle Electric Co.

PLANT AND EQUIPMENT.—Miles of track (cable), 5.5; gauge, 4 ft. 8¾ in.; 40 lb. girder rail; 14 grip cars; Frick-Corliss engines, Hammond, St. Louis and Woodman cars.

OFFICERS.—Pres. V. M. H. Hecht, V. Pres. & Gen. Man. O. D. Colvin, Sec. & Treas. Fred'k. A. Struve.

GENERAL OFFICE, Front St. Power House, Seattle, Wash.

Date of information, Feb., 1900. x

Third Street & Suburban Railway Co.—Chartered Feb. 11, 1895, for 50 years. Municipal franchise granted in Feb., 1892, for 25 years. Annual meeting third Saturday in Aug. This company is a successor to the Rainier Ry. & Power Co. In Feb., 1900, it was stated that this company had passed into the control of the Seattle Electric Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $185,000, issued, $174,000; dated Feb. 1, 1895, due 1915; denom. $1,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in.; 10 cars, of which 8 are motor cars and 2 trail cars; 250 H. P. station plant, Ideal engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. A. M. Brooks, V. Pres. Jacob Furth, Sec. & Gen. Man. W. J. Grambs, Treas. E. F. Blaine, Supt. J. O'Donnell, Pur. Agt. N. W. Huggins.

TRUSTEES.—A. M. Brooks, W. J. Grambs, Fred Bausman, G. E. Wright, Thos. Boyd, Jacob Furth, E. F. Blaine.

GENERAL OFFICE, Collins Block, Seattle, Wash.

Date of information, Feb., 1900. x

SEDALIA, MO.

Population in 1880, 9,561, in 1890, 14,068.

Sedalia Electric & Railway Co.—This company is a reorganization of the Electric Railway, Light & Power Co. of Sedalia, which was chartered Dec. 31, 1889, for 50 years. Municipal franchises granted in Jan., 1890, for 50 years. Annual meeting second Tuesday in Feb. In addition to its railway, this company owns a lighting plant and has a contract for lighting the city of Sedalia for 5 years from 1899. The Sedalia & Brown Springs Electric Ry. Co. has been consolidated with this company. On Feb. 16, 1900, this property was placed in the hands of receivers.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; dated Aug. 1, 1892, due 1912; int. payable Feb. and Aug., at office of Fourth Nat'l Bank, of New York City; trustee of mortgage, Kansas Loan & Trust Co., of Topeka, Kan.

Sedalia & Brown Springs Electric Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $80,000, issued, $50,000; dated Dec. 1, 1894, due 1914.

NOTE.—The first mortgage bonds may be called for payment on any interest day after 1897 at 4 p. c. premium, and on any interest day after 1907 at 30 days' notice. By the terms of the mortgage, 5 p.c. of the whole loan is to be passed to a sinking fund after 1901, for the final redemption of the bonds.

PLANT AND EQUIPMENT.—Miles of track (electric), 29; gauge, 4 ft. 8½ in.; 35 lb. T rail; 15 cars, of which 10 are motor cars and 5 trail cars; Buckeye & Phœnix engines, Gen. Elec. and Sprague dynamos and motors, St. Louis cars and trucks.

OFFICERS.—Recvrs. Henry C. Flower and Wm. F. Waller, Pres. S. H. G. Stewart, V. Pres. J. C. Van Riper, Sec. A. C. Zimmerman, Treas. C. H. Reeve, Supt. R. B. Hammer.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 290.

GENERAL OFFICE, 117 E. 3rd St., Sedalia, Mo.

Date of information, Mar., 1900. x

SELMA, ALA.

Population in 1880, 7,529, in 1890, 7,626.

Selma Street & Suburban Railway Co.—Chartered Dec. 3, 1866.

CAPITAL STOCK, $30,000.

PLANT AND EQUIPMENT.—Miles of track (horse and steam), 6; gauge, 4 ft. 8½ in.; 20 lb. and 35 lb. T rail; 15 horses; 11 cars, of which 7 are horse cars and 4 dummy cars; 1 dummy.

OFFICERS.—Pres. S. H. Marsh, Sec. Treas. & Gen. Man. R. H. McFaddin.

GENERAL OFFICE, Union Depot, Broad St., Selma, Ala.

Date of information, Mar., 1900. z

SENECA FALLS, N. Y.

Population in 1880, 5,880, in 1890, 6,116.

The Seneca Electric Railway Co.—This company has been consolidated with the Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co., of Geneva, N. Y. (which see).

Date of information, Dec., 1899. b

SHAMOKIN, PA.

Population in 1880, 8,184, in 1890, 14,403.

Shamokin Street Railway Co.—Chartered July 24, 1889, for 99 years. Annual meeting second Monday in Jan. In Jan., 1900, this road was leased to and is operated by Monroe H. Kulp & Co., of Shamokin, who propose a reorganization without delay.

CAPITAL STOCK, authorized, $80,000, paid in, $26,700; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, issued, $30,000, outstanding on railway account, $21,300 (see note); int. payable at the First National Bank of Shamokin, Pa.

NOTE.—The total amount of bonds authorized, viz.: $30,000, has been issued, but $8,700 of this amount it is understood have been assumed by the Shamokin Electric Light & Power Co.

OPERATION.—Year ending June 30,

	1894.	1895.	1896.	1897.	1899.
Receipts from pass.....	$13,044	$12,902	$19,153	$11,484	$ 9,338
" other sources..	8,317	10,113	2,362		9,695
" total.....	21,361	23,015	21,515	11,484	19,033
Operating expenses	15,705	20,442	16,116	10,115	33,578
Earnings from operation	5,656	2,573	5,399	1,369	*14,545
Deductions from earnings.					
Interest.....	165		1,500	1,125	750
Taxes					62
Other deductions...				175	80
Dividends		2,065			

*Deficit.

DIVIDENDS.—In 1893, 2 p. c.; in 1896, 4 p. c.

This company made no operating report for the year ending June 30, 1898.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1899.
Cost of road.....	$39,230	$42,848	$40,483
" equipment	55,162		22,165
Stock of other cos.....	4,400		
Bonds of other companies.....			789
Indian Park improvements.....	4,121	2,102	
Cash.....	122	136	
Open accounts.....	75		
Material and supplies.....	750		
Total	$103,860	$45,105	$63,437

LIABILITIES.	1896.	1897.	1899.
Capital stock.....	$53,400	$26,700	$26,700
Funded debt.....	30,000	15,000	21,300
Accrued interest.....	375		
Loans.....	8,500		
Accounts payable.....	1,600	733	15,437
Sundries.....	122	136	
Profit and loss (surplus).....	9,863	2,536	
Total.....	$103,860	$45,105	$63,437

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 5 ft. 2 in.; 35 lb. and 48½ lb. T and girder rail; 9 motor cars; Harrisburg engines, Gen. Elec. and West. dynamos and motors. Brill cars.

OFFICERS.—Pres. & Gen. Man. E. G. Seiler, Sec. & Pur. Agt. D. C. Kaseman, Treas. M. Markle, Supt. H. W. Savidge, Ch. Engr. of Power Station William Keiser.

DIRECTORS.—E. G. Seiler, R. S. Aucker, John Clifford, H. S. Zimmerman, Dan'l Eisenhart, M. Markle, W. C. McConnell, C. R. Savidge, M. H. Kulp, John Mullen, John Schabo, W. W. Ryon, D. C. Kaseman.

GENERAL OFFICE, 105 E. Indianapolis, St., S. N., Shamokin, Pa.

REFERENCE.—Pleasure park, Vol. XIII, May '97, p. 292.

Date of information, Feb., 1900. b z

Shamokin & Mt. Carmel Electric Railway Co.—Chartered Oct., 1892, for 999 years. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $500,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $500,000; dated Dec., 1893, due 1923; denom. $100, $500 and $1,000; int. payable June and Dec., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, of Philadelphia, Pa., trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.
Receipts from passengers.....	$56,120	$56,313	$46,103	$41,540
" other sources.....	105	1,434	1,070	400
" total.....	56,225	57,747	47,173	41,940
Operating expenses.....	25,552	27,924	27,209	26,509
Earnings from operation.....	30,673	29,823	19,964	15,431
Deductions from earnings.				
Interest.....	24,250	26,250	32,500	30,000
Taxes.....	1,825	2,210	2,758	593
Rentals, insurance, etc.....	590	1,693	2,060	2,390
Net income.....	4,009	*330	*17,354	*17,552

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Road, equip. and franchise.	$1,015,877	$1,030,000	$1,033,523	$1,039,523
Material on hand.....	2,000	1,500	1,500	1,500
Office fixtures, etc.....	350	2,350	2,350	2,350
Cash balance.....	1,515	1,186	1,131	168
Other assets.....		6,750	6,000	1,754
Profit and loss (deficit).....	7,017	3,392	15,829	31,228
Total.....	$1,026,760	$1,045,178	$1,060,333	$1,076,523

LIABILITIES.				
Capital stock	$500,000	$500,000	$500,000	$500,000
Funded debt.....	500,000	500,000	500,000	500,000
Bills payable.....	20,627			
Accrued interest.....	2,125	2,250	19,000	47,500
Other liabilities.....		39,250	41,333	29,023
Profit and loss (surplus)....	4,008	3,678		
Total.....	$1,026,760	$1,045,178	$1,060,333	$1,076,523

PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 58 lb. 60 lb. and 70 lb. T and girder rail; 21 motor cars, of which 10 are closed cars and 11 open cars; Allis engines, Gen. Elec. dynamos and motors, Brill & St. Louis cars, Brill, Peckham and St. Louis trucks.

OFFICERS.—Pres. & Gen. Man. G. M Smith, V. Pres. David Rebstock, Sec. H. S. Snavely, Treas. C. Smith, Supt. & Elecn. Wm. P. Marr.

DIRECTORS.—H. S. Snavely, Lancaster; J. L. Stehman, I. G. Erb, Lititz; C. F. King, Pottsville; Thos. M. Righter, Mt. Carmel, Martin Markle, Shamokin; Morris Williams, Willkesbarre.

GENERAL OFFICE, McConnell-McWilliams Bldg., Shamokin, Pa.

Date of information, Mar., 1900. b z

SHARON, PA.

Population in 1880, 5,684, in 1890, 7,459.

The Valley Street Railway Co.—Chartered Mar. 4, 1895, as a successor to the Shenango Valley Street Ry. Co., which was bought by the company at sheriff's sale on Mar. 4, 1895. Annual meet-

ing second Thursday in May. The company operates a line from the borough of Sharon through the township of North Hickory and the borough of Sharpsville.

CAPITAL STOCK, $150,000.

FUNDED DEBT.—Shenango Valley Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $50,000; dated Nov. 1, 1892, due 1912; int. payable May and Nov.; trustee of mortgage, Union Trust Co., of Pittsburgh, Pa.

Shenango Valley Street Ry. Co.'s second mortgage 6 p. c. gold bonds, authorized and issued, $25,000; dated July 1, 1894, due 1914; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Pittsburgh, Pa.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Total receipts	$5,250	$19,040	$12,790	$14,188	$17,379
Operating expenses	3,945	14,935	10,555	14,544	13,004
Earnings from operation	1,305	4,105	2,235	337	4,375

DIVIDENDS.—This company is paying dividends of 4 p. c. per annum.

PLANT AND EQUIPMENT—Miles of track (electric), 4.5; gauge, 5 ft. 2½ in.; 47 lb. T and girder rail; 6 motor cars, Phœnix engines, Gen. Elec. dynamos and motors, New Castle cars.

OFFICERS.—Pres. A. M. Jolly, Sec. A. R. Leyda, Treas. Alex. McDowell, Gen. Man. Supt. & Pur. Agt. W. T. Morgan, Elecn. James Mattix, Ch. Engr. of Power Station E. W. Mattix.

DIRECTORS.—A. R. Leyda, F. G. Barker, James P. Stone, Geo. F. Kennedy, A. McDowell.

Date of information, July, 1899. b

SHEBOYGAN, WIS.

Population in 1880, 7,314; in 1890, 16,359, in 1897 (local estimates), 24,000.

Sheboygan Light, Power & Railway Co.—Chartered June, 1895. Municipal franchises granted 1885 and 1895. Annual meeting first Monday in July. This company is a consolidation of the Sheboygan City Ry. Co. and the Electric Lighting Co., and now operates an extension of 6 miles to Sheboygan Falls.

CAPITAL STOCK, authorized, $200,000, issued, $141,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized $400,000, issued, $235,000; int. payable Apr. & Oct. at office of Mercantile Trust Co., New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 5 horses, 20 cars, of which 8 are motor cars and 12 trail cars; 300 K. W. station plant; West.and Weisel & Vilter engines, Walker motors, Gen. Elec. and Walker dynamos, Brill and Laclede cars; McGuire trucks.

OFFICERS.—Pres. G. B. Mattoon, V. Pres. & Man. J. M. Saemann, Sec. E. L. Debell, Treas. F. I. Saemann, Supt. C. F. Bacon, Ch. Engr. of Power Station E. J. Zufelt, Elecn. H. J. Pogel, Jr.

DIRECTORS—G. B. Mattoon, J. M. Saemann, F. I. Saemann, E. L. Debell, H. E. Thomas.

GENERAL OFFICE, 428 North 8th St., Sheboygan, Wis.

REFERENCE.—Description of parks (brief), Vol. XIII, Mar. '97, p. 152.

Date of information, Feb., 1900. z

SHELBURNE FALLS, MASS.

Population in 1880, 1,621, in 1890, 1,553, in 1897, 2,278, and of other towns along the route, 2,000.

Shelburne Falls & Colrain Street Railway Co.—This road commenced operation Nov. 2, 1896. Annual meeting third Tuesday in Oct.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds $50,000, dated 1896, due 1916. Bonds may be called at option of the company after Sept. 1, 1901.

OPERATION.—	10 mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Year ending Sept. 30, 1899.
Receipts from passengers	$ 7,143	$ 6,885	$7,179
" " other sources.	3,990	4,873	5,717
" total	11,134	11,758	12,896
Operating expenses	9,237	8,013	7,872
Earnings from operation	1,896	3,745	5,024
Deductions from earnings.			
Interest on funded debt.	2,404	2,893	2,990
" " floating debt.	191	468	468
Taxes	210	295	233
Other deductions		117	
To surplus account	*909	*28	1,333
Total surplus	*909	*936	396

*Deficit.

OPERATING EXPENSES.

	10 mos. ending Sept. 30, 1897.	Year ending. Sept. 30, 1898.	Year ending Sept. 30, 1899.
General expenses	$1,463	$ 864	$ 620
Maintenance of way & bdgs.	1,373	1,354	1,329
" " equipment.	359	352	344
Transportation expenses	9,043	5,443	5,579
Total	$9,237	$8,013	$7,872

STATISTICS OF TRAFFIC.

	10 mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Year ending Sept. 30, 1899.
Passengers carried	148,312	158,988	162,598
Car miles run	26,466	30,361	30,887
Total rec'pts p. car mile run.	$.421	$.387	$.417
Operating exp. per car mile.	.349	.264	.255

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$45,944	$ 68,976	$ 70,226	$ 70,755
" " equipment		10,176	10,275	10,687
Land and buildings	8,542	25,487	25,780	26,013
Cash and current assets	6,759	838	584	640
Other assets		728	683	769
Profit and loss (deficit)		909	936	
Total	$61,245	$107,115	$108,484	$108,864
LIABILITIES.				
Capital stock	$50,000	$50,000	$50,000	$50,000
Funded debt		41,600	49,700	50,000
Loans and bills payable	11,200	15,296	8,100	7,838
Accrued interest	45	220	684	630
Profit and loss (surplus)				396
Total	$61,245	$107,115	$108,484	$108,864

PLANT AND EQUIPMENT.—Miles of track (electric), 7; 6 cars, of which 2 are closed and 2 are open motor cars and 2 are trail cars.

OFFICERS.—Pres. C. A. Marcy, V. Pres. F. J. Canedy, Sec. Edwin Baker, Treas. F. E. Merrick, Supt. H. B. Upton.

DIRECTORS.—F. J. Canedy, Edwin Baker, F. L. Davenport, Herbert Newell, J. C. Wood, Lorenzo Griswold, Chas. A. Marcy.

GENERAL OFFICE, Shelburne, Falls, Mass.

Date of information, Oct., 1899. b

SHELTON, CONN.

Population in 1880, 1,352, in 1890, 1,952.

Shelton Street Railway Co.—Chartered Nov. 12, 1895.

CAPITAL STOCK, authorized and issued, $75,000; par value, $50 per share.

OPERATION.—	Year ending Sept 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Total receipts	$4,937	$4,135	$6,305
Operating expenses	3,667	2,813	5,262
Earnings from operation	$1,270	$1,322	$1,043
Taxes		120	
Net income		1,202	

BALANCE SHEET.—Dated ASSETS.	Sept. 30, 1897.	June 30, 1898.	June 30, 1899.
Cost of road	$48,211	$49,567	$88,520
" equipment	6,982	6,982	13,674
Cash	376	5,932	15,895
Accounts receivable	21	892	11
Other assets	25,433	15,000	51,864
Total	$81,023	$78,373	$169,964
LIABILITIES.			
Capital stock	$75,000	$75,000	$75,000
Accounts payable	4,503	652	39,518
Contractors account			3,582
Profit and loss (surplus)	1,520	2,721	51,864
Total	$ 81,023	$78,373	$169,964

PLANT AND EQUIPMENT.—Miles of track (electric), 3; 90 lb. rail; 5 motor cars; Gen. Elec. dynamos and motors, Stephenson cars.

OFFICERS.—Pres. & Gen. Man. Andrew Radel, V. Pres. Gottfried Krueger, Treas. A. W. Paige, Supt. Henry Thumm, Elecn. D. McGregor.

DIRECTORS.—Andrew Radel, Allen W. Paige, Bridgeport, Conn.; Daniel S. Brinsmade, Shelton, Conn.; Watson J. Miller, Huntington, Conn.; William S. Downes, Derby, Conn.; Gottfried Kruger, Newark, N. J.

Date of information, Dec., 1899. b

Please note date of information at end of each report.

SHENANDOAH, PA.

Population in 1880, 10,147, in 1890, 15,944.

Shenandoah Electric Street Railway Co.—This road is now in course of construction.

Contemplated Plant and Equipment.—Miles of track (electric), 6.5; 8 cars.

Officers.—Pres. Hamilton Godfrey, Reading, Pa.; Sec. M. H. Reutschler, Ringtown, Pa.; Treas. J. W. Johnson, Shenandoah, Pa.

Date of information, Feb., 1900. z

SHERBROOKE, QUE.

Population, 10,500.

Sherbrooke Street Railway Co.—Chartered in 1895, in perpetuity. Municipal franchise granted in 1896, for 30 years. Annual meeting first Monday in Dec. This road commenced operation Nov. 1, 1897, and runs to Lenoxville.

Plant and Equipment.—Miles of track (electric), 7.75; gauge, 4 ft. 8½ in.; 60 lb. rail; 12 motor cars; Canadian Gen. Elec. dynamos and motors; Rhodes & Curry cars; Peckham trucks; water power.

Officers.—Pres. & Gen. Man. John W. Burke, V. Pres. P. W. Clement, Sec. & Treas. F. J. Griffith, Supt. & Elecn. R. R. Smith,

Directors.—J. W. Burke, P. W. Clement, Edgar Harding, S. L. Clough, William Morris, W. Blue, F. J. Griffith.

President's Office, 45 Broadway, New York City; Secretary's Office, Sherbrooke, Que.

Date of information, Feb., 1900. z

SHERMAN, TEX.

Population in 1880, 6,093, in 1890, 7,335, in 1897 (local estimates), 15,000.

Denison & Sherman Interurban Railway Co.—This company is a consolidation of the Denison Street & Electric R. R. Co., the Sherman City Street R. R. Co., and the College Hills & Park Line Co., and will build an interurban road between Denison and Sherman.

Capital Stock.—

Funded Debt.—

Plant and Equipment.—See reports of constituent companies.

Officers.—

Directors.—

General Office,

Date of information, Mar., 1900. x z

Sherman City Street Railroad Co.—Chartered 1877, for 99 years. In March, 1900, this company was merged into the Denison & Sherman Interurban Ry. Co.

Capital Stock, authorized, $50,000, issued, none.

Funded Debt.—None.

Plant and Equipment.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 35 lb. T rail; 40 horses, 10 horse cars.

Officers.—Pres. Gen. Man. & Owner, C. W. Batsell, Sec. J. M. Batsell, Jr., Treas. & Supt. J. M. Batsell.

Date of information, May, 1899. c

College Hills & Park Line Co.—This is the successor to the College Park Rapid Transit Co., which was chartered Jan. 3, 1891, for 50 years. Annual meeting first Tuesday in Jan. In March, 1900, this company was merged into the Denison & Sherman Interurban Ry. Co.

Capital Stock, authorized, $100,000, issued, $24,000; par value, $100 per share.

Funded Debt, $12,000.

Plant and Equipment.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 25 lb. T rail; 9 cars, of which 7 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors.

Officers.—Pres. J. R. Cole, V. Pres. J. M. Cullers, Sec. R. S. Dorchester, Treas. J. P. Harrison, Gen. Man. W. M. Scott.

General Office, Sherman, Tex.

Date of information, Dec., 1899. c

SHREVEPORT, LA.

Population in 1880, 8,009, in 1890, 11,979, in 1897, 19,600.

Shreveport City Railroad Co.

Plant and Equipment.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 70 lb. T rail; 2 motor cars; West. dynamos and motors.

Officers.—Pres. W. B. Jacobs, V. Pres. W. T. Crawford, Sec. W. J. Bayersdorffer, Treas. E. Jacobs, Gen. Man. H. K. Payne.

Date of information, Mar., 1900. z

Shreveport Belt Railway Co.—This company is the successor to the Shreveport Railway & Land Improvement Co.

Capital Stock, authorized and issued, $100,000.

Funded Debt, $100,000.

Plant and Equipment.—Miles of track (electric), 5.25; gauge, 4 ft. 8½ in.; 40 lb. to 45 lb. T and Johnson girder rail; 14 cars, of which 10 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors.

Officers.—Same as Shreveport City R. R. Co.

Date of information, Mar., 1900. z

SING SING, N. Y.

Population in 1880, 6,578, in 1890, 9,352.

Ossining Electric Railway Co.—Chartered Apr. 30, 1892. This company is a consolidation on Mar. 3, 1893, of the Ossining Street Ry. Co. and the Ossining Street Electric Ry. Co. Annual meeting second Monday in Apr. This company was placed in the hands of a receiver, Nov. 1, 1897.

Capital Stock, authorized and issued, $100,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $100,000; dated June 15, 1893, due 1913; int. payable June and Dec.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass.....	$19,881	$20,716	$19,738	$18,977	$18,486
" other sources..	484	460	281	175	258
" total.....	20,365	21,176	20,019	19,152	18,744
Operating expenses.....	19,170	20,356	19,223	17,458	19,232
Earnings from operation	1,195	820	796	1,694	*488
Deductions from earnings.					
Interest on bonds...	6,000	6,000	6,000	6,000	6,000
Taxes.....	118	730	800	800	202
Net deficit.....	4,923	5,910	6,003	5,106	6,690
Total deficit.....	4,923	5,910	3	5,109	11,786
P. c. op. exp. to total rec	94.1	96.2	96.0	91.1	102.6

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 866	$ 221	$ 339	$ 538	$ 37
Transportation exp.....	15,797	18,148	17,529	14,777	17,633
Maint. of way and bldgs.	502	571	438	189	377
" equipment	2,005	1,415	916	1,954	1,185
Total	$19,170	$22,356	$19,223	$17,458	$19,232

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Revenue passengers carried.....	360,684	464,493	344,534
Car miles run.....	153,300	153,300	153,300
Total receipts per car mile	$.131	$.125	$.122
Operating expenses per car mile.....	.125	.114	.126

Balance Sheet.—Dated June 30,

Assets.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip..	$205,814	$205,814	$205,814	$205,814	$205,814
Cash and current assets	1,376	871	674	1,335	387
Profit and loss (deficit)..	4,924	5,910	3	5,109	11,799
Total	$212,114	$212,595	$206,491	$212,258	$218,000
Liabilities.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt.....	100,000	100,000	100,000	100,000	100,000
Bills payable.....	6,114	6,595	491	258	
Other liabilities.....	6,000	6,000	6,000	12,000	18,000
Total	$212,114	$212,595	$206,491	$212,258	$218,000

Plant and Equipment.—Miles of track (electric), 2.6; gauge, 4 ft. 8½ in.; 50 lb. T rail; 11 motor cars; Ball & Wood and McI. & S. engines, Gen. Elec. dynamos and motors, Gilbert cars.

Officers.—Receiver John V. Cockroft, Gen. Man. & Pur. Agt. Jay Champlain, Elecn. James Kay, Ch. Engr. of Power Station Wm. Atkins.

Directors.—Sumner R. Stone, John P. Truesdell, John V. Cockcroft, Abram I. Underhill, H. McGonegal, Samuel E. Tompkins, E. T. Cockcroft, H. G. Wolcott.

General Office, Sing Sing, N. Y.

Date of information, Mar., 1900. b z

SIOUX CITY, IA.

Population in 1880, 7,366, in 1890, 37,806.

Sioux City Traction Co.—Organized in May, 1894, to purchase and operate the Sioux City Street Ry. Co. (chartered 1883), sold under foreclosure of mortgage. Annual meeting second Thursday in Sept. On May 15, 1899, this company absorbed the Riverside Park Ry. Co.,

the Sioux City & Leeds Electric Ry. Co., Central Traction Co., the South Sioux City Traction Co., and the Sioux City Transit Co., being all the street railway companies operating in Sioux City.

CAPITAL STOCK, authorized, $1,200,000; issued, $1,100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; dated July 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July at the offices of the Bank of Montreal, trustee of mortgage, in Montreal, Chicago or New York.

NOTE.—The new securities mentioned above will be used for purchasing the new lines above mentioned, in paying off the floating debt of the company and in making improvements, $100,000 to be applied to the latter item.

OPERATION.—Period of five months ending Oct. 31, 1899.

Gross receipts	$85,278
Operating expenses, including taxes	54,808
Earnings from operation	$30,470

PLANT AND EQUIPMENT.—Miles of track (electric), 40.5; 79 cars, of which 49 are motor cars and 30 trail cars; 1,200 H. P. station plant; Allis and Sioux City engines; West. dynamos; West. Gen. Elec. and Sprague motors.

OFFICERS.—Pres. J. S. Lawrence, V. Pres. & Treas. Abel Anderson, Sec. J. H. Ricker, Gen. Man. Fred. H. Fitch, Supt. C. C. Pierce, Ch. Eng. C. A. Cahill, M. Mech. C. M. Feist.

GENERAL OFFICE, 3d and Water Sts., Sioux City, Ia.

REFERENCES.—Description of road, Vol. IX, Mar., '93, p. 157 (ill.); construction (brief), Vol. XII, July, '96, p. 410; operating detail, Vol. XIV, Apr., '98, p. 195; description of road, Vol. XIV, Aug., '98, p. 439.

Date of information, Jan., 1900. z

SIOUX FALLS, S. DAK.

Population in 1880, 2,164, in 1890, 10,177, in 1899 (local estimates), 15,000.

City Street Railway Co.—Chartered Mar. 22, 1887. In May, 1899, this property was purchased by a syndicate of eastern men and the entire capital stock and bonds are in possession of Theron Davis of New York City.

PLANT AND EQUIPMENT.—Miles of track (horse), 9; gauge, 4 ft., 8½ in.; 30 lb. rail; 40 horses, 6 horse cars.

OFFICERS.—Pres. R. F. Pettigrew, V. Pres. L. T. Dunning, Sec. & Treas. S. L. Tate, Supt. Theron Davis.

GENERAL OFFICE, Sioux Falls, S. Dak.; New York Office, 141 Broadway.

Date of information, May, 1899. c

SKOWHEGAN, ME.

Population in 1880, 3,860, in 1890, 5,068.

Skowhegan & Norridgewock Railway & Power Co.—Chartered Aug. 28, 1894.

CAPITAL STOCK, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; dated 1894, due 1914.

OPERATION.—Year ending June 30,	1896.	1897.	1898.	1899.
Gross receipts	$6,496	$4,88	$5,012	$4,055
Operating expenses	4,276	4 823	5,207	4,665
Earnings from operation	2,220	59	*195	*610
Deductions from earnings.				
Interest	2,880		3,050	3,054
Taxes	34	54	10	52
Surplus	*694	5	*3,255	*3,716
Total deficit	534	529	3,784	7,500

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1896.	1897.	1898.	1899.
General expenses	$ 792	$ 344	$ 97	$ 92
Maintenance of way and buildings	333	555	1,303	1,247
" " equipment	111	182	625	750
Transportation expenses	3,040	3,744	3,182	2,576
Total	$4,276	$4.823	$5,207	4,665

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	1898.	1899.
Passengers carried	59,836	48,836	91,029	72,442
Car miles run	37,605	34,944	38,479	35,650
Gross receipts per car mile	$.173	$.140	$.130	$.114
Operating expenses per car mile	.115	.138	.135	.131

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equip.	$ 58,000	$ 58,000	$ 58,000	$ 58,000
Other permanent investments			1,469	1,746
Cash		500	430	
Bills and accounts receivable			56	
Material and supplies	850	1,000	1,000	800
Profit and loss (deficit)	41,150	40,500	53,255	57,465
Total	$100,000	$100,000	$114,210	118,011
LIABILITIES.				
Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50 000
Funded debt	50,000	50,000	50,000	50 000
Bills and accounts payable			2,200	3,000
Accrued Taxes			10	11
Matured interest			12,000	15,000
Total	$100,000	$100,000	$114,210	$118,011

PLANT AND EQUIPMENT.—Miles of track (electric), 5.85; gauge, 4 ft. 8½ in.; 50 lb. T rail; 5 motor cars; West. dynamos and motors, Jackson & Sharp cars; water power.

OFFICERS.—Pres. R. W. Brown, Sec. Turner Buswell, Treas., Supt. & Pur. Agt. J. P. Clark.

DIRECTORS.—R. W. Brown, A. F. Gerald, L. C. Emery, J. P. Clark, A. H. Weston.

GENERAL OFFICE, Skowhegan, Me.

Date of information, Mar., 1900. b z

Somerset Traction Co.—Chartered in 1895 in perpetuity. This road commenced operation on June 6, 1896.

CAPITAL STOCK, authorized and issued, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $75,000, none yet issued; dated May 1, 1896, due 1926; denom. $1,000, int. payable at office of Second National Bank, of Skowhegan, Me.; trustees of mortgage, R. B. Shepherd, J. O. Smith, T. H. Anderson.

OPERATION.—Year ending June 30,	1897.	1898.	1899.
Total receipts	$9,997	$12,356	12,976
Operating expenses	5,177	7,083	9,985
Earnings from operation	4 820	5,273	2,991
Deductions from earnings.			
Interest		1,603	878
Taxes	57	77	190
Net income	4,763	3,593	1,923
Total surplus	$5,369	$8,962	10,885

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Passengers carried	90,253	92.384	117,448
Car miles run	69,021	77,371	80,610
Total receipts per car mile	$.145	$.159	$.161
Operating expenses per car mile	.075	.091	.123

BALANCE SHEET.—Dated June 30.

ASSETS.	1897.	1898.	1899.
Cost of road	$66,942	$72,986	$72,986
" " equipment	13,570	14,056	14,056
Other permanent invests	8,778	8,878	19,770
Bills and accts. receivable	1,251	1,326	529
Total	$90,540	$97,246	107,341
LIABILITIES.			
Capital stock		$30,000	30,000
Real estate mortgages	$75,000		
Loans and bills payable	10,114	58,284	66,456
Taxes accrued and not due	57		
Profit and loss (surplus)	5,369	8,962	10,885
Total	$90,540	$97,246	$107,341

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 motor cars; 200 H. P. station plant; Gen. Elec. dynamos and motors, Briggs cars, Peckham trucks.

OFFICERS.—Pres. R. B. Shepherd, Sec. J. O. Smith, Treas. & Gen. Man. T. H. Anderson, Elecn. C. H. Jacobs.

DIRECTORS.—R. B. Shepherd, J. O. Smith, L. Anderson, J. P. Oak, T. H. Anderson, A. G. Blunt, S. W. Gould.

GENERAL OFFICE, Skowhegan, Me.

Date of information, Mar., 1900. b z

SOUDERTON, PA.

Population in 1900, 750.

Inland Traction Co.—This company was organized to operate an electric railway from Allentown to Souderton.

CAPITAL STOCK.—Unknown.

FUNDED DEBT.—Unknown.

OFFICERS.—Pres. John H. Pascoe, Sec. & Treas. Francis J. Crilly, Gen. Man. Hugh J. Crilly, Supt. Wm. H. Whildey.

Please note date of information at end of each report.

GENERAL OFFICE, Souderton, Pa.

EXECUTIVE OFFICE, Commonwealth Bldg., Allentown, Pa.

Date of information, Feb., 1900. x z

SOUTH BEND, IND.

Population in 1880, 13,280, in 1890, 21,819, in 1899 (local estimate), $35,000.

Indiana Railway Co.—This company was organized Mar. 15, 1899, by the consolidation of the South Bend Street Ry. Co., the Indiana Electric Ry. Co., the General Power & Quick Transit Co., the South Bend & Elkhart Ry. Co. and the Elkhart, Goshen & Southern Ry. Co. Franchise perpetual in South Bend, Mishawaka and Goshen, and expires 1926 in Elkhart. This company operates all local electric lines in, and an interurban line between the above named cities, and has under construction an extension to Warsaw, where connection will be made with the Logansport, Rochester & Northern Railway.

CAPITAL STOCK, $1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, outstanding, $900,000; coupon, but may be registered, dated Apr. 1, 1899, due 1929; denom. $1,000.

OFFICERS.—Pres. Arthur Kennedy, V. Pres. & Gen. Man. J. McM. Smith, Sec. & Treas. DeWitt Dilworth.

DIRECTORS.—Arthur Kennedy, F. J. Torrance, J. McM. Smith, A. L. Brick, W. L. Stonex.

GENERAL OFFICE, South Bend, Ind.

Date of information, Jan., 1900. z

SOUTHBRIDGE, MASS.

Southbridge & Sturbridge Street Railway Co.—This company commenced operation on Aug. 28, 1896.

CAPITAL STOCK, authorized and issued, $60,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $60,000, dated Jan. 1, 1897, due 1917; denom. $500; int. payable Jan. and July, at office of International Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage bonds may be called for payment after 5 years, and at a price of 103 and accrued interest.

OPERATION.—Year ending Sept. 30,	1897.	1898.	1899.
Total receipts	$25,149	$28,531	$30,507
Operating expenses	17,663	19,062	20,342
Earnings from operation	7,486	9,469	10,164
Deductions from earnings.			
Interest on funded debt	750	2,625	3,000
" " floating debt	1,880	230	280
Taxes	350	974	968
Other deductions	866	3,041	3,588
Net income	3,640	2,598	2,328
Dividends paid	1,200	3,000	2,400
Surplus	2,440	*402	*72
Total surplus	4,881	4,099	4,027

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$ 3,544	$ 3,179	$ 2,561
Maintenance of ways and buildings	745	635	1,842
" " equipment	581	786	1,042
Transportation expenses	12,793	14,462	14,897
Total	$17,663	$19,062	$20,342

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	501,765	552,586	581,461
Car miles run	130,856	140,588	144,298
Total receipts per car mile	$.192	$.186	$.211
Operating expenses per car mile	.135	.127	.141

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$ 88,309	$ 89,789	$ 90,897	$ 91,034
" equipment	16,494	18,572	19,431	21,584
Other permanent invsts.	6,848	8,574	14,542	18,342
Cash	3,074	71	999	250
Other assets	1,112	1,501	1,980	2,067
Total	$115,837	$118,506	$127,849	$133,277
LIABILITIES.				
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt		50,000	60,000	60,000
Loans and bills payable	53,396	3,000	3,000	8,500
Accrued liabilities		625	750	750
Profit and loss (surplus)	2,441	4,881	4,099	4,027
Total	$115,837	$118,506	$127,849	$133,277

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 65 lb. rail; 11 motor cars; Gen. Elec. dynamos and motors, Laconia cars, Bemis trucks.

OFFICERS.—Pres. C. D. Paige, Sec. J. M. Cockran, Treas. Gen. Man. & Pur. Agt. F. L. Chapin, Supt. Herbert H. Morse, M. Mech. & Elecn. W. Adams.

DIRECTORS.—C. D. Paige, Jacob Booth, F. L. Chapin, G. W. Wells, T. T. Robinson, Henry C. Cody, Albert H. Wheeler.

GENERAL OFFICE, Southbridge, Mass.

Date of information, Mar., 1900. b z

SOUTHINGTON, CONN.

Population in 1880, 5,411, in 1890, 5,501, in 1899, 6,200.

Southington & Plantsville Tramway Co.—Chartered Mar. 26, 1888. Annual meeting second Tuesday in Apr. This company discontinued operation of electrical railway April 6, 1898, and removed its tracks and fixtures.

CAPITAL STOCK, authorized, $100,000, issued, $20,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $20,000; dated Oct. 1, 1894, due 1904; int. payable Apr. and Oct., at office of Connecticut Trust & Safe Deposit Co., trustee of mortgage.

OPERATION.—Year ending Sept., 30,	†1894.	†1895.	‡1896.	‡1897.	9 mos.ending June 30, ‡1898.
Receipts from passengers.	$3,761	$ 4,868	$5,060	$3,886	$2,236
" other sources....	3,792	5,298	117	69	16
" total.....	7,553	10,166	5,177	3,956	2,252
Operating expenses.....	6,996	8,118	5,404	3,379	2,364
Earnings from operation.	557	2,048	*227	576	*112
Deductions from earnings.					
Interest.....	1,009	1,292	650	620	527
Taxes.....	90	291	77	166	62
Net income.....	*542	465	*954	*210	*701

*Deficit. †Including lighting plant. ‡Not including lighting plant.

BALANCE SHEET.—Dated Sept., 30, June 30,

ASSETS.	†1894.	†1895.	‡1896.	‡1897.	‡1898.
Cost of road and light plant..	$35,514	$39,903	$18,512	$19,280	$19,280
" equipment.....	2,000	2,184	3,228	3,274	3,274
Cash assets.....	99	85	69	92	59
Accounts receivable.....	829	1,149			
Profit and loss (deficit).....	455		141		
Total.....	$38,896	$43,320	$21,950	$22,646	$22,613
LIABILITIES.					
Capital stock.....	$20,000	$20,000	$10,000	$10,000	$10,000
Funded debt.....	16,000	20,000	10,000	10,000	10,000
Bills and accounts payable..	2,896	3,088	1,950	2,202	1,807
Profit and loss (surplus)....		232		444	806
Total.....	$38,896	$43,320	$21,950	$22,646	$22,613

† Including lighting plant. ‡ Not including lighting plant.

PLANT AND EQUIPMENT.—Miles of track (electric), 1.57; gauge, 4 ft. 8½ in.; 25 lb. T rail; 3 motor cars; Gen. Elec. dynamos and motors, Stephenson cars, Russell engines; tracks and street fixtures were taken up and removed May, 1898.

OFFICERS.—Pres. Stephen Walkley, V. Pres. J. F. Pratt, Sec. Treas. Gen. Man. Pur. Agt. & Elecn. R. T. Ives, Ch. Engr. & Ch. Engr. of Power Station, F. Clearwater.

DIRECTORS.—Stephen Walkley, R. T. Ives, J. F. Pratt, L. K. Curtis, E. G. Lewis.

GENERAL OFFICE, 66 Main St., Southington, Conn.

Date of information, Dec., 1899. b c z

SPOKANE, WASH.

Population in 1880, 350, in 1890, 19,922, in 1898 (local estimates), 40,000.

Washington Water Power Co.—This company owns the entire capital stock, and guarantees the bonds of the Spokane Street Ry. Co., the Arlington Heights Motor Ry. Co., the Spokane Electric Ry. Co., the Spokane Cable Ry. Co., the Ross Park Street Ry. Co., and leases the property of the Arlington Heights Motor Ry. Co. This company also operates an extensive electric lighting and power plant.

CAPITAL STOCK, $1,500,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued, $1,570,000 (see Note); dated May 20, 1899, due 1929; denom., $1,000; int. payable at office of the Franklin Trust Co., of Brooklyn, N. Y., trustee of mortgage.

NOTE.—On this issue of bonds the former bonds of the constituent companies were redeemed and cancelled.

PLANT AND EQUIPMENT.—Miles of track (electric), 33.3; gauge, 4 ft. 8½ in.; 35 lb. to 70 lb. T rail; 40 motor cars; Gen. Elec. dynamos and motors, Brill cars and trucks.

Please note date of information at end of each report.

OFFICERS.—Pres. H. M. Richards, Sec. & Gen. Man. D. L. Huntington, Treas. H. E. Perks, Supt. Rys. L. R. Notbohm.

DIRECTORS.—J. D. Sherwood, D. L. Huntington, H. M. Richards, Frank Lyman, A. B. Campbell. J. P. M. Richards, C. G. Reeder, J. N. Glover, S. E. Huntington.

REFERENCES.—Description of road (brief), Vol. VII, Aug., '91, p. 409; Vol. IX, Apr., '93, p. 153 (ill.); description of snow plow, Vol. XI, Mar., '95, p. 150 (ill.); description of water power plant, Vol. IX, June, '93, p. 364 (ill.); Spokane St. Ry. Co.; operating detail, Vol. XIV, Apr., '98, p. 195.

GENERAL OFFICE, Spokane, Wash.

Date of information, Jan., 1900. z

SPRINGFIELD, ILL.

Population in 1880, 19,743, in 1890, 24,963.

Springfield Consolidated Railway Co.—This is a consolidation of the Springfield City Ry. Co. and the People's Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $750,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. gold bonds, authorized, $750,000, issued, $418,000; dated June 1, 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Columbia Trust Co., of Louisville, Ky., trustee of mortgage.

People's Electric Ry. Co.'s first mortgage 6 p. c. bonds, $100,000; dated Apr. 1, 1891, due 1911; denom. $1,000; int. payable Apr. and Oct., at office of company; trustee of mortgage, C. A. Helme.

Springfield City Ry. Co.'s first mortgage 6 p. c. coupon bonds, $125,000; dated Mar. 1, 1890, due 1910; but subject to call at 105 after Mar. 1, 1895; denom. $1,000; int. payable Mar. and Sept., at office of Mercantile Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T rail; 50 cars, of which 46 are motor cars and 4 trail cars; Bates-Corliss engines, Gen. Elec. dynamos, Gen. Elec., Detroit and Walker motors.

OFFICERS.—Pres. William Jarvis, V. Pres. B. Wilson, Sec. P. B. Warren, Treas. & Gen. Man. C. K. Minary, Supt. F. P. McNeil.

GENERAL OFFICE. Monroe St., Springfield, Ill.

Date of information, Mar., 1900. c z

SPRINGFIELD, MASS.

Population in 1880, 33,340, in 1890, 44,179, in 1895, 51,534. The population of suburbs served by street railway system in 1895 was 63,000.

Springfield Street Railway Co.—Chartered May 5, 1868. Annual meeting second Wednesday in Jan.

Capital Stock, authorized and issued, $1,458,400; par value, $100 per share.

Funded Debt, $500,000. 12–15 year bonds, dated Apr. 1, 1895, $25,000 each, $300,000, redeemable at option of the company in five years; 8–20 year bonds, dated Apr. 1, 1896, $25,000 each, $200,000, redeemable at option of the company in 15 years.

Operation.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from passengers.	$436,977	$515,923	$548,758	$577,800	$620,062
" other sources.	5,029	5,750	5,555	5,250	5,969
" total.....	442,006	521,673	554,312	583,050	626,031
Operating expenses.....	277,156	321,586	402,725	430,399	433,489
Earnings from operat'n.	164.850	200,088	151,587	152,651	192,542
Deduct. from earnings.					
Interest charges....	12,673	26,484	27,476	30,532	24,519
Taxes.....	17,964	21,947	25,899	26,914	47,291
Net income.....	134,213	151,656	98,212	95,205	120,732
Dividends paid, 8 p. c..	80,000	80,000	93,336	93,336	116,672
To surplus account.....	54,213	71,656	4,876	1,869	4,060
Total surplus account...	*85,135	156,791	165,442	263,161	267,221
P.c. op.exp. to tot'l rects.	62.7	61.6	72.7	73.8	69.1

*$100,000 charged off for depreciation.
1898, $50,000 charged off for depreciation.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses.....	$ 28,765	$ 24,075	$ 29,850	$ 31,378	$ 34,830
Maint. of way and bldgs	27,728	27,149	82,441	77,397	49,195
" equipment....	30,164	34,663	34,376	40,629	66,287
Transportation exps....	190,499	235,698	256,058	280,995	283,177
Total.....	$277,156	$321,586	$402,725	$430,399	$433,489

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried.....	10,163,011	10,994,699	11,611,232	12,343,452
Car miles run.....	2,358,622	2,747,678	3,133,475	3,334,418
Total receipts per car mile.	$.221	$.202	$.186	$.188
Op. expenses per car mile.	.131	.147	.137	.130

Balance Sheet.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road...	$ 819,609	$1,002,700	$1,088,689	$1,113,481	$1,168,062
" equip..	341,983	387,557	393,746	450,652	450,652
Cash and current assets...	9.019	16,836	35,395	31,508	
Other permanent invests.	400,700	495,647	550,734	628,452	703,932
Other assets...			6,373	2,642	10,335
Total.....	$1,571,311	$1,902,739	$2,074,937	$2,226,735	$2,332,981
LIABILITIES.					
Capital stock..	$1,000,000	$1,000,000	$1,166,700	$1,458,400	$1,458,000
Funded debt..	300,000	500,000	500,000	500,000	500,000
Other indebt...	186,176	245,948	242,795	5,174	107,360
Profit and loss (surplus)....	85,135	156,791	165,442	263,161	267,221
Total.....	$1,571,311	$1,902,739	$2,074,937	$2,226,735	$2,332,981

Plant and Equipment.—Miles of track (electric), 68.7; gauge, 4 ft. 8½ in.; 56 lb. T, 98 and 107 lb. girder rail; 189 motor cars; Gen. Elec. and West. dynamos and motors.

Officers.—Pres. John Olmsted, Clerk Jonathan Barnes, Treas. Fred'k Harris, Audr. Lucius E. Ladd. Supt. & Pur. Agt. George W. Cook.

Directors.—John Olmsted, Geo. M. Atwater, Frederick Harris, A. W. Damon, George W. Cook.

General Office, 1 Main St., Springfield, Mass.

References.—Description of road, Vol. VI, Aug., '90, p. 401; increase of stock, Vol. XI, Feb., '95, p. 124; parlor car, Vol. XII, Aug., '96, p. 492 (ill.); increase of stock, Vol. XIV, Feb., '98, p. 84; description of road, Vol. XIV, Aug., '98, p. 415 (ill).

Date of information, Mar., 1900. b z

SPRINGFIELD, MO.

Population in 1880, 6,522, in 1890, 21,050, in 1895, 25,000.

Springfield Traction Co.—Chartered in 1895, as the successor to the Metropolitan Electric Ry. Co., whose property was sold on Apr. 11, 1895, under foreclosure of mortgage, for $100,000.

CAPITAL STOCK, $400,000.

FUNDED DEBT. $330,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 15.8; gauge, 4 ft. 8½ in.; 45 lb. Johnson girder rail; 32 cars, of which 18 are motor cars and 14 trail cars; West. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. C. H. Parker, V. Pres. A. J. Eisenmayer, Sec. C. H. Smith, Treas. J. F. G. Bentley, Supt. Seth Barham.

GENERAL OFFICE, Springfield, Mo.

Date of information, Mar., 1898. d z

SPRINGFIELD, O.

Population in 1880, 20,730, in 1890, 31,895.

The Springfield Railway Co.—Chartered and municipal franchise granted in 1892, for 25 years. Annual meeting first Thursday in Sept. This company is a consolidation of the Springfield Electric Street Ry. Co. and the Citizens' Street Ry. Co. In June, 1899, this company was purchased by the American Railways Co. of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued $500,000; dated Jan. 1, 1893, due 1933; denom. $1,000; int. payable Jan. and July at First National Bank of Springfield, O.

Second mortgage 5 p. c. income bonds, authorized, $150,000, issued, $93,000.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.
Receipts from passengers.....	$78,554	$73,472	$77,280	$94,662
" other sources.....	4,206	2,781	2,005	2,475
" total	82,760	76,253	79,286	97,137
Operating exp. (including taxes).	48,750	47,957	46,984	50,470
Earnings from operation.....	34,010	28,295	32,302	46,667
Deductions from earnings.				
Interest.....	30,000	25,000	20,000	20,000
Net income	4,010	3,295	12,302	26,667

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.
Cost of road and equip.....	$1,585,000	$1,585,000	$1,593,000
Total	$1,585,000	$1,585,000	$1,593,000
LIABILITIES.			
Capital stock	$1,000,000	$1,000,000	$1,000,000
Funded debt	575,000	585,000	593,000
Notes	10,000		
Total.....	$1,585,000	$1,585,000	$1,593,000

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 4 ft.; 60 lb. girder and T rail; 35 cars, of which 30 are motor cars and 5 trail cars; Russell & Co. engines, West. dynamos, Gen. Elec. motors, Brownell, Laclede, Lamokin and St. Louis cars, McGuire and Dorner & Dutton trucks.

OFFICERS.—Pres. Oscar F. Martin, V. Pres. Henry J. Crowley, Sec. & Treas. C. L. S. Tingley, Gen. Man. John H. Miller, Supt. Ch. Engr. & Elecn. L. O. Williams.

DIRECTORS.—Oscar T. Martin, Henry J. Crowley, Wm. F. Harrity, J. J. Sullivan, Wm. H. Shelmerdine, S. W. Pettit, J. H. Miller, G. B. Kerper, I. W. Frey, C. W. Bauer, S. L. Nelson.

GENERAL OFFICE, 44 S. Limestone St., Springfield, O.

EXECUTIVE OFFICE, 910 Real Estate Trust Bldg., Philadelphia, Pa.

Date of information, Mar., 1900. x z

SPRINGFIELD, VT.

Population in 1880, 1,586, in 1890, 2,512, in 1899 (local estimates), 4,000.

Springfield Electric Railway Co.—This road commenced operation Aug. 4, 1897, and carries passengers and freight. The company owns the stock of the Cheshire Bridge Co., and has leased for 99 years and operates the Springfield Electric Ry. of Charlestown, N. H., about 2 miles in length, on payment of an annual rental of one dollar.

CAPITAL STOCK.—Common stock, authorized and issued, $65,000.

Preferred stock (6 p. c. guaranteed), $29,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, $100,000; dated Nov. 1, 1897, due 1917; int. payable at office of National Bank of Commonwealth of Boston, Mass.; trustee of mortgage, George C. Averill, Brattleboro, Vt.

OPERATION.—Period six months ending Dec. 31, 1899.

Gross receipts	$17,691
Operating expenses	11,161
Earnings from operation	6,530
Deduction from earnings.	
Interest	2,500
Net income	$4,030

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 7 motor cars. 2-225 K. W. Gen. Elec. generators.

OFFICERS.—Pres. Adna Brown, V. Pres. Gen. Man. Supt. & Pur. Agt. Edward C. Crosby, Sec. & Treas. A. J. Crosby, Elecn. J. F. Hoyt.

GENERAL OFFICE, Springfield, Vt.

Date of information, Mar, 1900. z

STAMFORD, CONN.

Population in 1880, 11,297, in 1890, 15,700.

Stamford Street Railroad Co.—Chartered July 3, 1889, as a reorganization of the Stamford Horse R. R. Co., which was chartered Aug. 9, 1886.

CAPITAL STOCK, authorized, $100,000, issued, $92,240.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $75,000; dated 1886, due Aug. 1, 1909; int. payable Feb. and Aug.

OPERATION.—Year ending Sept. 30, June 30,

	1896.	1897.	1898.	1899.
Receipts from passengers.	$30.139	$40,166	$48,311	$49,730
" other sources....	253	260	250	312
" total.....	30,392	40,426	48;561	50,042
Operating expenses.....	24,639	31,794	39,581	36,412
Earnings from operation..	5,753	8,632	8,980	13,630
Deductions from earnings.				
Taxes	750	1,000	1,500	1,662
Surplus.....	5,003	7,632	8,480	11,968

*Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	June 30, 1899.
Passengers carried.....	629,082	830,338	987,877	1,026,325
Car miles run.....	183,061	282,147	317,080	314,000
Total receipts per car mile	$.166	$.143	$.143	$.160
Operating exp. p. car mile	.166	.134	.125	.116

BALANCE SHEET.—Dated Sept. 30, June 30,

ASSETS.	1896.	1897.	1898.	1899.
Construction & eq'pment	$286,752	$368,788	$308,690	$308,747
Special construction lighting plant.....		7,596		
Materials on hand	417	264	221	389
Other assets.....	299	105	272	503
Cash.....	2,738	871	5,991	5,973
Profit and loss (deficit)....	30,433	36,274	39,703	42,526
Total.....	$317,901	$413,900	$354,877	$358,138

LIABILITIES.	1896.	1897.	1898.	1899.
Capital stock.....	$ 92,240	$ 92,240	$ 92,240	$ 92,240
Funded debt.....	75,000	75,000	75,000	75,000
Unfunded debt.....	112,500	212,000	146,927	143,837
Accounts payable.....	24,683	6,149	4,860	2,698
Other liabilities.....	7,470	1,490	2,504	2,478
Interest.....	6,008	27,021	33,646	41,885
Total.....	$317,901	$413,900	$354,877	$358,138

PLANT AND EQUIPMENT.—Miles of track (electric), 11.05; gauge, 4 ft. 8½ in.; 70 lb. T rail; 2 horses; 20 cars, of which 15 are motor cars, 3 trail cars and 2 horse cars; Gen. Elec. dynamos and motors, Jackson & Sharp, Stephenson, St. Louis, Brill, Laclede and Briggs cars.

OFFICERS.—Pres. N. H. Heft, V. Pres. W. W. Gillespie, Sec. & Treas. W. L. Squire, Supt. Geo. W. Peirce.

DIRECTORS.—Nathan H. Heft, Bridgeport, Conn.; William W. Gillespie, Julius B. Curtis, George H. Hoyt, Samuel Fessenden, Robert A. Fosdick, Stamford, Conn.; John M. Hall, New Haven, Conn.

GENERAL OFFICE, New Haven, Conn.

Date of information, Dec., 1899. b

STATEN ISLAND, N. Y.

Population in 1880, 38,991, in 1890, 51,693, in 1897 (local estimates), 80,000.

Staten Island Electric Railroad Co.—Chartered Dec. 11, 1894, as a successor to the Staten Island Belt Line R. R. Co. Annual meeting second Tuesday in December. This road was not turned over to the company by the contractors until Jan. 1, 1897.

CAPITAL STOCK, authorized and issued, $1,250,000.

FUNDED DEBT—First mortgage 5 p. c. gold coupon bonds, authorized and issued $1,250,000; dated May 1, 1895, due 1945, denom. $1,000; int. payable June and Dec.; trustee of mortgage, Knickerbocker Trust Co.

First consolidated mortgage 5 p. c. gold coupon bonds, authorized and issued, $750,000, dated May 1, 1896, due May, 1946, denom. $1,000; int. payable May and Nov.; trustee of mortgage, Guaranty Trust Co.

OPERATION.—Year ending June 30, 1899.

Receipts from passengers	$204,518
" " other sources	584
" " total	205,102
Operating expenses	145,434
Earnings from operation	59,668
Deduction from earnings.	
Interest	100,000
Taxes	8,372
Net income	*48,703
To surplus account	*48,703
Total surplus	*93,212

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1899.

General expenses	$ 18,848
Transportation expenses	99,241
Maintenance of way and buildings	16,045
" " equipment	11,300
Total	$145,434

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1898.	June 30, 1899.
Cost of road	$2,990,000	$3,149,604
" equipment	145,081	
Other permanent investments	260,000	260,000
Cash and current assets	27,931	42,056
Profit and loss (deficit)	55,307	93,212
Total	$3,478,319	$3,544,872

LIABILITIES.		
Capital stock	$1,250,000	$1,250,000
Funded debt	2,000,000	2,000,000
Accrued interest	66,667	116,667
Bills and accounts payable	181,652	178,205
Total	$3,478,319	$3,544,872

PLANT AND EQUIPMENT.—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 90 lb. girder rail; 78 motor cars; 3,000 H. P. station plant; Allis engines, Gen. Elec. dynamos and motors, Brill cars, Peckham trucks.

OFFICERS.—Pres. J. H. Swinarton, V. Pres. H. W. Poor, Sec. & Treas. Wm. E. Findley (80 Broadway, New York City), Supt. R. O. Carnahan, Ch. Engr. A. B. Proal, Jr.

DIRECTORS.—Samuel Thomas, T. F. Ryan, W. G. Oakman, J. H. Swinarton, H. H. Rogers, G. B. M. Harvey, A. B. Fletcher.

GENERAL OFFICE, Livingston, West New Brighton, S. I.

REFERENCE.—Description of road, Vol. XII, May, '96, p. 275 (ill).

Date of information, Dec., 1899. b

Please note date of information at end of each report.

Staten Island Midland Railroad Co.—This road is a consolidation of the West Brighton and Stapleton branches of the Staten Island Midland R. R. Co. and the Prohibition Park Electric R. R. Co. The motive power has been changed to electricity, and the road extended to St. George, to Richmond, to Midland Beach, and Bergen Point Ferry. This company operates the lines of the Staten Island Traction Co.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT —First mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Jan. 2, 1896, due 1926; denom. $1,000; int. payable Jan. and July at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30, 1899.

Receipts from passengers	$133,777
" " other sources	1,871
" total	135,648
Operating expenses	101,466
Earnings from operation	34,182
Deductions from earnings—	
Interest	50,000
Taxes	1,207
Net income	*17,025
To surplus account	*17,025
Total surplus account	*42,206

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30, 1899.

Revenue passengers carried	2,751,609
Transfer " "	930,586
Car miles run	1,112,414
Total receipts per car mile	$.1339
Operating expenses per car mile	.1002

BALANCE SHEET.—Dated ASSETS.	Sept. 30, 1898.	June 30, 1899.
Cost of road and equipment	$1,979,488	$2,000,489
Open accounts	79,870	154,261
Bills receivable	6,407	409
Material and supplies	3,788	5,085
Profit and loss (deficit)		42,206
Total	$2,069,553	$2,202,450
LIABILITIES.		
Capital stock	$1,000,000	$1,000,000
Funded debt	1,000,000	1,000,000
Bills and accounts payable	51,898	202,450
Current liabilities	1,689	
Cash	2,270	
Profit and loss (surplus)	13,696	
Total	$2,069,553	$2,202,450

PLANT AND EQUIPMENT.—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 65 lb. and 90 lb. girder and T rail; 68 motor cars; 1,350 H. P. station plant; Wetherill engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. Robert Wetherill, Sec. H. T. Walter, Treas. Richard Wetherill, Supt. Warren H. Hantsch.

DIRECTORS.—Robert Wetherill, Richard Wetherill, James H. Garthwaite, A. F. Dawson, A. G. Paine, M. M. Armstrong, H. T. Walter.

GENERAL OFFICE, Stapleton, S. I.

Date of information, Dec., 1899. b

STAUNTON, VA.

Population in 1880. 6,664, in 1890, 6,975, in 1895 (local estimates), 11,500.

Staunton Electric Railway Light and Gas Company.—This company is to consolidate the City Street Car Co., chartered under the laws of New Jersey, for 25 years, Municipal franchise granted in 1890, for 25 years, with the electric light and gas companies as soon as pending negotiations can be completed.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T and girder rail; 2 horses; 18 cars, of which 10 are motor cars, 6 trail cars and 2 freight cars; Harrisburg and Ideal engines, Gen. Elec. dynamos and motors, St. Louis and Jackson & Sharp cars; Peckham trucks.

OFFICERS.—Pres. D. D. Parmly, V. Pres. Henry Marquand, Sec. K. M. King, Treas. L. C. Harris, Gen. Man. & Pur. Agt. R. D. Apperson.

Date of information, Feb., 1900. z

STEUBENVILLE, O.

Population in 1880, 12,093, in 1890, 13,394.

Steubenville Traction Co.—Chartered 1894, as a successor to the Steubenville Street Ry. Co., which defaulted on its bonds in 1893. Municipal franchise granted in 1896 for 25 years.

CAPITAL STOCK, authorized, $100,000, issued, $25,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $25,000; dated Dec. 1, 1896, due 1916; denom. $500; int. payable June and Dec., at office of Union Deposit Bank, of Steubenville, O.; trustee of mortgage, D. J. Sinclair.

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars; Buckeye engines, Gen. Elec. dynamos, West. motors, Stephenson cars, McGuire trucks.

OFFICERS.—Pres. Geo. W. McCook. V. Pres. Thos. Barclay, Sec. & Treas. Thos. Johnson, Gen. Man. J. F. Flood.

DIRECTORS.—Geo. W. McCook, Thos. Johnson, Thos. Barclay, D. J. Sinclair, R. G Richards.

Date of information, Feb., 1900. z

STILLWATER, N. Y.

Population in 1880, 4,162, in 1890, 5,758.

Stillwater & Mechanicsville Street Railway Co.—Chartered Nov. 13, 1882. Annual meeting second Friday in July. This road commenced operating by electricity in Dec., 1895.

CAPITAL STOCK, authorized, $250,000, issued, $188,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $60,000; outstanding July 1, 1899, $48,500; dated Apr. 1, 1893, due 1913; int. payable Apr. and Oct.

Consolidated mortgage 6 p. c. bonds authorized, $250,000, issued, $151,500, dated Apr. 1, 1898, due 1913; int. payable Apr. and Oct.

$11,500 of the first mortgage bonds have been cancelled during the fiscal year 1898–9, and a corresponding amount of the consolidated bonds have been issued.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$8,632	$10,811	$12,890	$15,374	$38,913
Operating expenses	6,837	7,856	7,702	9,086	20,852
Earn'gs from oper.	1,795	2,955	5,188	6,288	18,061
Deduc. from ern'gs	1,595	2,756	4,186	5,361	11,934
Net income	200	199	1,002	927	6,127
To surplus acct		199	1,002	927	6,127
Total surplus acc't	491	*512	490	1,417	7,344

* Deficit.

OPERATING EXPENSES.

Year ending June 30.	1895.	1896.	1897.	1898.	1899.
General expenses	$ 497	$1,357	$1,590	$1,845	$ 3,605
Transportation expenses	5,268	5,675	4,974	5,528	13,297
Maint. of way and build'gs.	944	561	867	1,261	2,096
" " equipment.	128	264	271	452	1,854
Total	$6,837	$7,856	$7,702	$9,086	$20,852

STATISTICS OF TRAFFIC.

Year ending June, 30,	1897.	1898.	1899.
Revenue passengers carried	141,976	194,756	340,399
Car miles run	89,233	110,746	212,246
Total receipts per car mile	$.144	$.138	$.136
Operating expenses per car mile	.086	.082	.098

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$35,103	$120,838	$126,226	$292,127	$415,104
Cash and current assets.	512	924	4,287	390	1,075
Stock held in trust				83,000	
Bonds held in trust				38,000	
Profit and loss (deficit)		512			
Total	$35,615	$122,274	$130,514	$413,517	$416,179
LIABILITIES.					
Capital stock	$11,775	$ 60,000	$ 60,000	$188,000	$188,000
Funded debt	5,000	60,000	60,000	198,000	200,000
Bills payable	15,106		8,966		
Other liabilities	3,243	2,274	1,057	26,100	20,835
Pro. and loss (surplus)	491		490	1,417	7,344
Total	$35,615	$122,274	$130,514	$413,517	$416,179

PLANT AND EQUIPMENT.—Miles of track (electric), 13.22, gauge, 4 ft. 8½ in.; 60 lb. to 75 lb. T and girder rail; 14 motor cars and 5 freigh cars; West. dynamos and motors, Jones cars.

OFFICERS.—Pres. J. A. Powers, Sec. & Treas. A. W. Powers, Supt. John Mahoney.

DIRECTORS.—A. W. Powers, J. A. Powers, Lansingburgh; Ben B. Smith, H. O. Bailey, Mechanicsville; Henry Newland, W. L. Denison, S. F. Wood, Stillwater; A. B. Colvin, Glen Falls; J. T Christie, Troy.

Please note date of information at end of each report.

GENERAL OFFICE, Mechanicsville, N. Y.

REFERENCE.—Increase of stock and bonds, Vol. IX, July, '93, p. 491; description of road (brief), Vol. XV, Sept., '99, p. 607.

Date of information, Mar., 1900. b z

STOCKTON, CAL.

Population in 1880, 10,282, in 1890, 14,424, in 1899 (local estimates), 18,000.

Stockton Electric Railway Co.

CAPITAL STOCK, $500,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 3 ft. 6 in.; 45 lb. side bearing and T rail; 26 cars, of which 15 are motor cars and 11 trail cars; Gen. Elec. and West. dynamos and motors, Stockton cars.

OFFICERS.—Pres. J. Fyfe, Sec. H. J. Corcoran, Treas. E. R. Hedges, Supt. & Pur. Agt. W. H. E. Leffler, Elecn. James Hooper.

GENERAL OFFICE, 606 North California St.

Date of information, Jan., 1900. z

STONEHAM, MASS.

Population in 1880, 4,890, in 1890, 6,155.

Mystic Valley Street Railway Co.—This company commenced operation May 7, 1896. On October 1, 1898, the Arlington & Winchester St. Ry. Co. was consolidated with this company, which has now been consolidated with the Wakefield & Stoneham St. Ry. Co., the capital stock of these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $90,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $60,000; dated Jan. 1, 1899, due 1919.

OPERATION.—Year ending Sept. 30,	1897.	1898.	1899.
Gross receipts	$9,691	$13,579	$33,929
Operating expenses	8,179	11,088	23,880
Earnings from operation	1,512	2,491	10,049
Deductions from earnings.			
Interest	901	1,298	4,450
Taxes	461	471	1,661
Net income	150	722	3,938
Total surplus account	843	1,565	5,869

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$1,573	$ 1,558	$ 3,858
Maintenance of way and buildings	651	1,062	3,083
" " equipment	572	895	1,221
Transportation expenses	5,384	7,573	15,718
Total	$8,179	$11,088	$23,880

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	188,515	270,029	673,571
Car miles run	58,121	73,938	158,618
Gross receipts per car mile	$.166	$.183	$.214
Operating expenses per car mile	.141	.150	.150

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$49,226	$52,955	$57,380	$141,638
Cost of equipment	4,170	6,354	7,396	18,646
Other permanent investments				6,048
Cash and current assets	2,632	1,892	7,989	8,652
Total	$56,027	$61,201	$72,765	$174,984
LIABILITIES.				
Capital stock	$40,000	$40,000	$40,000	$ 90,000
Funded debt				60,000
Current liabilities	15,334	20,358	31,200	17,690
Accrued "				1,425
Profit and loss (surplus)	693	843	1,565	5,869
Total	$56,027	$61,201	$72,765	$174,984

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; 7 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Chas. F. Woodward, V. Pres. Elwin C. Foster, Treas. Chas. Williams, Sec. Edwin L. Stone, Supt. Chas. F. Heath.

DIRECTORS.—Chas. F. Woodward, Elwin C. Foster, Chas. Williams, Wm. A. Tucker, Edwin L. Stone.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

REFERENCES.—Operating detail, Vol. XIV, Sept., '98, p. 482; operating detail, Vol. XIV, Sept., '98, p. 482.

Date of information, Dec., 1899. b

STOWE, VT.

Mt. Mansfield Electric Railroad Co.—Chartered Feb., 1894, to construct an electric railway to carry passengers and freight between Waterbury and Stowe, a distance of 10 miles. This company commenced operation in Feb., 1898.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. rail; 4 motor cars; McI. & S. engines, Crocker-Wheeler dynamos, West. motors, Wason cars, Peckham trucks.

OFFICERS.—Pres. A. H. Soden, V. Pres. P. D. Pike, Clerk, L. C. Moody, Treas. F. O. Burt, Gen. Man. F. J. Shepid, Supt. L. G. Frost, Ch. Engr. F. C. Holden.

DIRECTORS.—A. H. Soden, Charles E. Bibber, Boston, Mass.; G. E. Moody, Waterbury, Vt.; F. J. Shepard, G. K. Bartlett, Derry, N. H.; P. D. Pike, C. L. McMahon, Stowe, Vt.

GENERAL OFFICE.—Stowe, Vt.

Date of information, Feb., 1899. d

STREATOR, ILL.

Population in 1880, 5,157, in 1890, 11,414, in 1899, local estimate 15,000.

Streator Railway Co.—Chartered in 1891, for 20 years. This road has not been operated since Nov. 1896, and was sold by receiver, Oct., 1898, to C. C. Barr, who is now sole owner, and expects to operate the line in Apr., 1900, on the granting of a new 35-year franchise.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.25; gauge, 4 ft. 8¼ in.; 52 lb. T and girder rail; 8 motor cars; A. & S. engines, Gen. Elec. dynamos and motors, American cars.

OFFICERS.—Owner & Gen. Man. C. C. Barr.

Date of information, Feb., 1900. z

STROUDSBURG, PA.

Population in, 1880, 1,860, in 1890, 2,419, in 1897, of Stroudsburg, 3,000, of East Stroudsburg, 2,500.

Stroudsburg Passenger Railway Co.—Chartered Feb. 14, 1868.

CAPITAL STOCK, authorized and issued, $46,404.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,	1895.	1896.	1897.	1898.	1899.
Gross receipts	$5,313	$7,005	$5,669	$5,242	$5,591
Operating expenses	4,085	5,127	4,884	3,852	4,416
Earnings from operation	1,228	1,878	785	1,390	1,175
Deductions from earnings.					
Taxes			305	187	188
Net income			480	1,203	987
Dividends			1,383	1,283	1,383
Net deficit			903	80	396

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction	$36,954	$36,954	$36,954	$36,954	$36,954
Equipment	9,450	9,450	9,450	9,450	9,450
Iron	103				
Ore	30				
Cash and current assets	2,753	2,922	2,125	2,144	1,821
Profit and loss (deficit)		29	903		
Total	$49,290	$49,355	$49,432	$48,548	$48,225
LIABILITIES.					
Capital stock (paid in)	$46,400	$46,100	$46,404	$46,404	$46,404
Other liabilities	743	196	1,206	501	573
Balance?	2,148	3,058	1,822	1,643	1,248
Total	$49,290	$49,355	$49,432	$48,548	$48,225

PLANT AND EQUIPMENT—Miles of track (steam), 2; gauge, 4 ft. 8½ in.; 45 lb. T rail; 5 trail cars, 2 engines.

OFFICERS.—Pres. Frank H. Smith, Sec. C. B. Staples, Treas. Wm. Gunsaulis, Supt. E. F. Smith.

DIRECTORS.—Geo. C. Adams, Frank H. Smith, W. S. Shafer, I. S. Case, C. B. Staples.

REFERENCE.—Receivership, Vol. XI, Mar., '95, p. 183.

Date of information, July, 1899. b

SUNBURY, PA.

Population of Sunbury in 1880, 4,077, in 1890, 5,930, in 1898 (local estimates), 10,000; of Northumberland, 1880, 3,126, 1890, 3,192.

Sunbury & Northumberland Electric Railway Co.—Chartered Jan. 24, 1885, reorganized May 28, 1892, and operation recommenced with new roadbed and equipment Sept. 1, 1892. Annual meeting first Monday in May.

CAPITAL STOCK, authorized and issued, $125,000; par value, $50 per share.

Please note date of information at end of each report.

FUNDED DEBT.—General mortgage 6 p. c. bonds, authorized and issued, $65,000; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers...	$	$12,190	$13,933	$13,732	$13,901
" other sources.....		3,786	2,898	5,622	5,573
" total.....	14,662	15,976	16,831	19,354	19,474
Operating expenses.....	13,533	12,835	13,701	15,396	15,499
Earnings from operation....	1,129	3,141	3,130	3,958	3,975
Deductions from earnings.					
Interest.....	1,699	2,264	2,362		
Rentals.....			3,900	3,900	3,900
Taxes.....		156	242	112	38
Net income.....		623	*1,012	*54	37
To surplus account.....		202			37
Total deficit.....		19.693	20,705	20,759	20,722

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$155,127	$177,191	$179,328	$195,651	$195,665
Cash assets.....	115	453	81	370	503
Material and supplies...		1,224	1,235	203	789
Loss on operation.....	1,374				
Profit and loss (deficit)..	18,521	19,693	20,705	20,759	20,722
Total.....	$175,137	$198,561	$201,349	$216,983	$217,679
LIABILITIES.					
Capital stock.....	$125,000	$125,000	$125,000	$125,000	$125,000
Funded debt.....		65,000	65,000	65,000	65,000
Floating debt.....	50,137	8,561	7,000	24,638	24,984
Other liabilities.....			4,349	2,335	2,695
Total.....	$175,137	$198,561	$201,349	$216,983	$217,679

PLANT AND EQUIPMENT.—Miles of track (electric), 3.9; gauge, 5 ft. 2½ in.; 56 lb. girder rail; 7 motor cars; Harrisburg engines, West. dynamos and motors, Stephenson and Newcastle cars.

OFFICERS.—Pres. Pierre S. de Pont, Sec. & Treas. S. P. Wolverton, Gen. Man. S. P. Wolverton, Jr., Supt. M. Withington.

DIRECTORS.—Pierre S. de Pont, S. P. Wolverton, S. P. Wolverton, Jr., W. T. Forsyth, M. Withington, W. E. Boughton, W. A. Donaldson.

GENERAL OFFICE, Sunbury, Pa.

Date of information, Mar., 1900. b z

SYCAMORE, ILL.

Population in 1899, 4,650. De Kalb in 1899, 7,000.

Sycamore & De Kalb Electric Railway Co.—Chartered in Sept., 1899, for 50 years. This road is now in process of construction.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 60 lb. T. rail; 4 motor cars.

OFFICERS.—Pres. E. B. Magill, V. Pres. W. H. Schott, Sec. Francis J. Pike.

GENERAL OFFICE, Sycamore, Ill.

Date of information, Jan., 1900. z

SYRACUSE, N. Y.

Population in 1880, 51,792, in 1890, 88,143, in 1899 (local estimates), 135,000.

Syracuse Rapid Transit Railway Co.—Chartered May 21, 1896. Annual meeting second Tuesday in December. This company is a consolidation of the Syracuse Street R. R. Co., the Syracuse Consolidated Street Ry. Co. and the People's R. R. Co., which was formerly leased to the Syracuse Street R. R. Co. These properties have been thoroughly rebuilt, and new equipment and apparatus have been added. The company also owns the properties of the East Side Traction Co.

Capital Stock.—Common stock, authorized and issued, $2,750,000.

Preferred stock, 6 p. c. non-cumulative, authorized and issued, $1,250,000.

Funded Debt.—Total authorized, $4,500,000, issued, $3,750,000, as follows: First mortgage 5 p. c. gold bonds, authorized, $3,250,000, issued, $2,500,000, in escrow (see Note below), $750,000; coupon, but may be registered; dated Mar. 1, 1896, due 1946; denom. $1,000; int. payable Mar. and Sept., at office of Guaranty Trust Co., of New York, trustee of mortgage.

Second mortgage 5 p.c. gold coupon bonds, authorized, $500,000; held in treasury $500,000; dated July 1, 1898, due 1928; denom. $1,000; int. payable Jan. & July at office of Merchants' National Bank, Syracuse, N. Y.; trustees of mortgage P. V. Rogers and F. W. Barker.

People's R. R. Co.'s first mortgage 5 p. c. gold bonds, $750,000, dated Jan. 1, 1891, due 1921; int. payable Jan. and July; trustees of mortgage, Publius V. Rogers and Fred W. Barker.

Note.—$750,000 of the first mortgage bonds are held in escrow to retire the bond issue of the People's R. R. Co., described above.

Operation.—This report is for the consolidated properties for the year ending June 30,

	1896.	1897.	1898.	1899.
Receipts from passengers.....	$429,530	$409,479	$451,952	$481,522
" other sources.....	4,350	37,448	8,660	3,880
" total.....	433,880	446,927	460,612	485,402
Operating expenses.....	320,926	268,851	251,314	286,985
Earnings from operation.....	112,954	178,076	208,298	198,417
Deductions from earnings.				
Interest.....	44,500	120,833	162,500	171,194
Taxes.....	6,929	11,728	14,256	19,825
Net income.....	61,525	45,515	32,542	7,398
Total surplus account.....	37,316	15,834	48,376	*28,340

* $27,434 was charged off profit and loss account for loss on operation of East Side railway.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.
General expenses.....	$ 19,048	$ 32,322	$ 48,933
Transportation expenses.....	198,068	172,769	167,459
Maintenance of way and structures.....	21,130	16,104	28,299
" " equipment.....	30,606	30,119	42,294
Total.....	$268,851	$251,314	$286,985

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Revenue passengers carried.....	8,524,996	9,220,110	10,226,125
Transfer passengers carried.....			1,976,386
Car miles run.....	2,868,350	2,942,242	2,756,023
Total receipts per car mile.....	$.156	$.156	$.176
Operating expenses per car mile.....	.094	.085	.104

Balance Sheet.—Dated

ASSETS.	June 30, 1897.	Dec. 31, 1898.	June 30, 1899.
Cost of road and equipment.....	$7,094,266	$7,332,266	$7,403,115
Other permanent investments.....			533,450
Cash.....	26,034	70,676	30,632
Bills receivable.....	5,000	75,156	10,470
Open accounts.....	12,167		119,945
Material and supplies.....	430	4,623	3,657
Other assets.....	243,069	105,835	1,865
Total.....	$7,380,967	$7,588,556	$8,103,134
LIABILITIES.			
Capital stock.....	$4,000,000	$4,000,000	$4,000,000
Funded debt.....	3,250,000	3,250,000	3,750,000
Accrued interest.....	41,667	61,968	94,550
Loans.....	66 000	203,387	200,000
Accounts payable.....	7,467		30,244
Accrued taxes.....		6,600	
Profit and loss (surplus).....	15,834	66,601	28,340
Total.....	$7,380,967	$7,588,556	$8,103,137

Plant and Equipment.—Miles of track (electric), 50.51; gauge, 4 ft. 8½ in.; 55 lb. T and 117 lb. girder rail; 20 horses; 116 cars, of which 101 are motor cars and 15 trail cars; Allis and Cleveland engines, Gen. Elec. and Walker dynamos and motors, Brill, Gilbert, Barney & Smith and Jones cars; Brill trucks.

Officers.—Pres. William P. Gannon, (Syracuse), V. Pres. & Gen. Man. E. G. Connette, Sec. & Treas. Theo. H. Conderman (Phila.) Auditor J. L. Luckenbach.

Directors.—W. P. Gannon, H. D. Coffinberry, L. K. McClymonds, E. G. Connette, Theo. H. Conderman, W. R. Kimball, H. R. Newcomb, W. D. Walker, F. W. Gridley.

General Office.—Syracuse, N. Y.

References.—Description of road, Vol. XIII, Mar.,'97, p. 129 (ill); specifications for cars, Vol. XIII, Mar.,'97, p. 172.

Date of information, Mar., 1900. b

East Side Traction Co.—This company is a reorganization of the Syracuse & East Side Street Railway Co., which was chartered Aug. 25, 1894, as a successor to the Syracuse, Eastwood Heights & DeWitt R. R. Co. The capital stock of this company is now owned by the Syracuse Rapid Transit Ry. Co.

Capital Stock.—Common stock, authorized and issued, $250,000; par value, $100 per share.

Preferred stock, $125,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $250,000; coupon, but may be registered; dated Oct. 25, 1894, due 1919; denom. $1,000; int. payable (free of tax) May and Nov., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Receiver's certificates issued, $20,000.

Franchises.—Municipal franchises granted in 1890 and in 1891; were renewed in 1895 for 50 years.

Please note date of information at end of each report.

Operation.—	Year ending June 30,'97.	10 mos. & 10 days ending May 10,'98.	*Year ending June 30,'99.
Gross receipts	$34,810	$26,291	$35,200
Operating expenses	28,136	24,978	35,962
Earnings from operation	6,674	1,313	*762
Deductions from earnings.			
Interest	18,575	12,917	3,000
Taxes	1,075	581	
Net deficit	12,976	12,185	3,762
Total deficit	23,580	35,765	2,880

OPERATING EXPENSES.

Period ending	June 30, 1897.	May 10, 1898.	June 30, 1898.	June 30, 1899.
General expenses	$ 3,475	$ 5,169	$ 127	$ 6,449
Transportation expenses	17,689	14,222	2,051	21,433
Maintenance of way and build	3,119	2,410	263	3,845
" " equipment	3,772	3,177	677	4,234
Total	$28,136	$24,978	$ 3,118	$35,962

* Receiver's report.

STATISTICS OF TRAFFIC.

Period ending	June 30, 1897.	May 10, 1898.	June 30, 1898.	June 30. 1899.
Revenue passengers carried	643,624	489,290	63,627	614,558
Car miles run	254,765	205,761	29,559	298,282
Total receipts per car mile	$136	$.127	$.169	$.118
Operating expenses per car mile	.110	.121	.105	.120

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	May 10, 1898.	†June 30, 1899.
Cost of road and equipment	$502,450	$511,153	$522,027	$16.375
Cash	448	983		2,050
Open accounts	900	953	3,413	
Profit and loss (deficit)	11,679	23,580	35,765	2,880
Total	$515,477	$536,669	$561,205	$21,305
LIABILITIES.				
Capital stock	$250,000	$250,000	$250,000	
Funded debt	250,000	250,000	250,000	
Receivers certificates				20,000
Accrued interest		2,500	15,517	
Loans	14,500	32,750	42,696	
Accounts payable	977	1,419	3,092	1,305
Profit and loss (surplus)			3,092	
Total	$515,477	$536,669	$561,205	$21,305

†Receiver's balance sheet.

Plant and Equipment.—Miles of track (electric), 7.46; gauge, 4 ft. 8½ in.; 45 lb. and 117 lb. rail; 13 cars, of which 8 are motor cars and 5 trail cars; 400 H. P. engines, 300 H. P. dynamos; Allis engines, Gen. Elec. dynamos and motors, American cars, Peckham trucks.

Officers.—Receivers, Geo. D. Chapman and Matthew J. Myers, Pres. Paul T. Brady, V. Pres. T. H. Conderman, Sec. Robt. E. Drake, Treas. & Gen. Man. E. B. Lozier, Elecn. C. R. Osgood.

Directors.—Paul T. Brady, T. H. Conderman, Robt. E. Drake, Edwin B. Lozier, G. E. Herrick, H. S. Newton, Wm. Nottingham, W. W. Hazzard, G. B. Leonard.

Receiver's Office, 105 So. Warren St., Syracuse, N. Y.

Reference.—Increase of stock, Vol. X, Dec., '94, p. 813.

Date of information, Dec., 1899. b

Syracuse & Suburban Railroad Co.—Chartered June 29, 1895. Annual meeting first Monday in July. This road runs from Syracuse, through Fayetteville and Manlius to Edwards Falls, where the company owns water power for generating electricity to operate its road. On June 15, 1898, ten miles of road were placed in operation, and the entire road was to be completed by Oct., 1898.

Capital Stock, authorized and issued, $400,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $400,000, issued, $310,000; dated Aug., 1897; due 1927; int. payable Feb. and Aug.

Operation.—	15 days ending June 30, 1898.	Year ending June 30, 1899.
Gross earnings including park receipts	$ 1,839	$54,180
Operating expenses	324	24,219
Earnings from operation	$ 1,515	$29,961
Deductions from earnings.		
Interest	578	19,816
Taxes		790
Rental		818
Park expenses		962
Net income	937	7,575
Total surplus		$8,511

OPERATING EXPENSES.

Year ending June 30, 1899.

General expenses	$ 6,314
Transportation expenses	13,115
Maintenance of way and buildings	3,280
" " equipment	1,510
Total	$24,219

STATISTICS OF TRAFFIC.

Year ending June 30, 1899.

Passengers carried	1,119,520
Car miles run	308,550
Total receipts per car mile	$.175
Operating expenses per car mile	.101

Balance Sheet.—Dated June 30.

ASSETS.	1897.	1898.	1899.
Cost of road and equipment	$221,050	$636,649	$819,180
Cash and current assets	506	167	4,576
Material and supplies			2,297
Total	$221,556	$636,816	$826,053
LIABILITIES.			
Capital stock	$199,000	$400,000	$400,000
Funded debt	10,500	203,000	310,000
Loans	578	32,879	107,542
Profit and loss (surplus)	11,479	937	8,511
Total	$221,556	$636,816	$826,053

Plant and Equipment.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 13 motor cars; Gen. Elec. dynamos & motors, Jackson & Sharp cars; 700 H. P. station plant; water power.

Officers.—Pres. Arthur Jenkins, V. Pres. & Gen. Man. Chas. E. Hubbell, Sec. & Treas. G. H. Stillwell,

Directors.—E. F. Allen. Arthur Jenkins, G. H. Stillwell, Frank W. Gridley, H. W. Plumb, Edward Powell, Jno. G. Powell. Edward Joy, Thomas Hogan, John L. King, Chas. E. Hubbell.

General Office, Syracuse, N. Y.

Date of information, Dec., 1899. b

Syracuse, Lakeside & Baldwinsville Railway Co.—This company has recently been placed in full operation, having been operated in part since 1898.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000.

Plant and Equipment.—Miles of track (electric), 15.5; gauge, 4 ft. 8½ in.; 104 lb. girder rail; 26 cars, of which 14 are motor cars and 12 trail cars; 2-400 K. W. Walker generators, 1600 H.P. Wheelock engines, West. and Gen. Elec. motors, St. Louis cars, Peckham trucks.

Officers.—Pres. E. A. Powell, Sec. D. Wilson, Treas. J. N. Belden, Gen. Man. & Pur. Agt. H. S. Newton, Elecn. J. Howard.

General Office, West Geneva & Clinton St., Syracuse, N. Y.

Date of information, Feb., 1900. x

Syracuse & Oneida Lake Electric Railway Co.—This road is now under construction on the Liverpool, Three Rivers & Phoenix Division, running from Syracuse to Three Rivers and Phoenix, and to South Bay and Oneida Lake. It is expected to place the road in operation to Three Rivers by Aug. 1., 1900.

Capital Stock, authorized, $400,000; paid in, $50,000; par value, $100 per share.

Funded Debt.—First mortgage bonds, authorized, $400,000; none yet issued.

Plant and Equipment.—Miles of track (electric), 27; gauge, 4 ft. 8½ in.; 72 lb. T and 90 lb. grooved rail; two 250 K. W. generators.

Officers.—Pres. W, B. Kirk, V. Pres. T. S. Meachem, Sec. J. G. Barker, Treas. E. F. Allen, Gen. Man. & Pur. Agt. W. J. Hart.

Directors.—W. B. Kirk, Thos. W. Meacham, E. F. Allen, Louis W. Waters, C. E. Hubbell, Wm. J. Hart, W. E. Wheaton, Edwin Lodder.

General Office, 220 Kirk Block, Syracuse, N. Y.

Date of information, Feb., 1900. x

TACOMA, WASH.

Population in 1880, 1,098, in 1890, 36,006, in 1900, 50,000.

Tacoma Railway & Power Co.—Chartered in Apr., 1899, under the laws of the State of New Jersey, as a consolidation of the Tacoma Railways Co., the City Park Ry. Co. and the Tacoma Traction Co.

CAPITAL STOCK, authorized, $2,000,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c, gold bonds, authorized, $1,500,000, issued, $1,100,000; coupon but may be regis-

tered; dated Apr. 1, 1899, due 1929; int. payable Apr. and Oct. at office of Old Colony Trust Co., Boston, Mass., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, 60.61, (electric 59, cable 1.61); gauge, 3 ft. 6 in.; 40 to 60 lb. T and girder rail; 82 cars, of which 40 are motor cars, 10 trail and grip cars, and 32 freight cars; Brill, Pullman and Northern cars.

OFFICERS.—Pres. G. Abbott, Boston; V. Pres. L. H. Hole, Sec. I. N. Keeler, 44 Broad St., New York City; Treas. R. T. Paine, Boston; Gen. Man, S. Z. Mitchell, Gen. Supt. F. L. Dame, Ch. Engr. S. G. Ames, M. Mech. J. P. Covert.

GENERAL OFFICE, South 13th and A Sts., Tacoma.

EASTERN OFFICE, Ames Bldg., Boston, Mass.

Date of information, Feb., 1900. x

TAMPA, FLA.

Population in 1890, 5,532, in 1897 (local estimates), 25,000.

Tampa Electric Co.—This company is the successor by purchase at foreclosure sale of the Consumers' Electric Light & Street Railroad Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $500,000; issued, $250,000; in treasury, $250,000 (see Note); dated Jan. 1, 1900, due 1930; denom., $1,000; int. payable at office of American Loan & Trust Co., trustee of mortgage.

NOTE.—Treasury bonds may be issued for betterments and additions to 80 p. c. of cost.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 45 lb. and 56 lb. T rail; 27 cars, of which 24 are motor cars and 3 trail cars; Brill, Graham and Brownell cars; 1,400 H. P. water power.

OFFICERS.—Pres. Geo. J. Baldwin. V. Pres. M. P. Clough, Sec. E. Wadsworth, Treas. Chas. A. Stone, Gen. Man. Supt. & Pur. Agt. Henry G. Bradlee.

DIRECTORS.—George J. Baldwin, Peter O. Knight, Henry G. Bradlee, Eliot Wadsworth, M. P. Clough.

REFERENCE.—Pleasure parks, Vol. XIII, June, '97, p. 347.

Date of information, Feb., 1900. z

TARENTUM, PA.

Population of Tarentum in 1880, 1,245; in 1890, 4,627; of Tarentum, Natrona and Creighton, in 1899 (local estimates), 13,000.

Tarentum Traction Passenger Railway Co.—Chartered May 20, 1890. Annual meeting second Tuesday in Jan.

Capital Stock, authorized, $100,000, issued, $50,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated Oct. 1, 1895, due 1925; denom. $1,000; int. payable Apr. and Oct., at office of Fidelity Title & Trust Co., of Pittsburgh, Pa., trustee of mortgage.

Operation.—Year ending June 30.

	1895.	1896.	1897.	1898.	1899.
Receipts from passeng's.	$14,725	$19,587	$18,794	$19,912	$19,879
" other sources..	285	273	488	15	15
" total.....	15,010	19,860	19,282	19,927	19,894
Operating expenses....	11,411	15,962	14,632	14,147	15,283
Earnings from operation	3,599	3,898	4,650	5,780	4,611
Deductions from earnings					
Interest.....			6,000	6,000	6,000
Taxes.....			381	924	544
Net income.....			*1,731	*1,144	*1,933

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction & equipm.	$106,427	$140,224	$140,270	$140,900	$141,997
Franch. & right of way.	4,875				
Stock.....	150	422	488	630	660
Cash.....	517	12,625	10,725	9,870	9,907
Other liabilities.....	5,205	1,761	1,761	1,754	1,250
Profit and loss (deficit)..			803	1,941	3,874
Total.....	$117,174	$155,031	$154,046	$155,095	$157,688
LIABILITIES.					
Capital stock.....	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt.....		100,000	100,000	100,000	100,000
Bills payable.....	53,830	1,519	1,519	1,519	1,519
Cash advn'd by stockh..	4,376				
Accrued interest.....		1,500	1,500	2,370	4,500
Accounts payable.....	8,281	1,084	1,027	1,206	1,669
Profit and loss (surplus).	687	928			
Total.....	$117,174	$155,031	$154,046	$155,095	$157,688

Plant and Equipment.—Miles of track (electric), 4.44; gauge, 5 ft. 2½ in.; 68 lb. girder rail; 6 motor cars; West. dynamos and motors.

Officers.—Pres. C. G. Hussey, Sec. & Supt. J. B. Crawford, Treas. F. R. Dravo.

Directors.—B. F. Rafferty, C. G. Hussey, F. R. Dravo, Julian Kennedy, Pittsburgh, Pa.; J. B. Crawford, Tarentum, Pa.

General Office, Tarentum, Pa. Treasurer's office, Lewis Block, Pittsburgh, Pa.

Date of information, July, 1899. b

TAUNTON, MASS.

Population in 1880, 21,213, in 1890, 25,448, in 1895, 27,115.

Taunton Street Railway Co.—Chartered Feb. 12, 1870. The capital stock of this company is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $350,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $350,000; dated Jan., 1894, due 1915; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Debenture 5 p. c. bonds, $200,000; dated Mar., 1894, due 1914; int. payable Mar. and Sept., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts.....	$74,508	$85,897	$81,632	$72,083	$84,503
Operating expenses.....	46,897	50,641	51,569	38,222	40,363
Earnings from operation.	27,611	35,256	30,064	33,861	44,140
Deductions from earnings					
Interest.....	16,146	29,901	29,425	32,369	33,909
Taxes.....	5,397	2,079	2,064	2,521	2,176
Other deductions....	1,311	1,311	1,446	3,183	5,842
Net income.....	4,448	1,965	*2,871	*4,212	2,213
To surplus account.....	4,448	1,965		†	†
Total surplus account...	19,901	25,267	22,397	*6,210	*21,837

*Deficit.

†$24,394 charged off in 1898 account of track reconstruction.
17,839 " " " 1899 " " " adjustments.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses.....	$ 6,580	$ 5,920	$ 5,774	$ 6,615	$ 8,236
Transportation expenses	31,910	32,556	34,563	25,179	22,952
Maint'ce of way & bldgs.	2,366	5,382	4,833	3,602	5,695
" " equipm.	6,041	6,782	6,400	2,826	3,480
Total.....	$46,897	$50,640	$51,569	$38,222	$40,363

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried..	1,631,925	1,595,415	1,298,276	1,269,804	1,425,664
Car miles run.....	357,404	340,523	341,152	383,711	364,053
Gross rec. p. car mile	$.209	$.252	$.239	$.187	$.232
Op. exp. per car mile	.131	.149	.151	.099	.111

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road.....	$626,354	$626,804	$626,804	$ 626,804	$ 682,911
" equipment..	110,271	111,503	112,155	112,185	112,398
Cash and cur. assets.	39,622	49,292	60,410	59,109	11,667
Other assets.....				2,655	2,518
Other perm. prop...	191,649	195,951	196,595	195,722	217,538
Profit & loss (deficit).				6,210	21,837
Total.....	$967,897	$983,550	$995,965	$1,002,685	$1,048,869
LIABILITIES.					
Capital stock.....	$350,000	$350,000	$350,000	$ 350,000	$ 350,000
Funded debt.....	550,000	550,000	550,000	550,000	550,000
Floating debt.....	47,995	58,283	73,567	102,685	142,549
Accrued liabilities..					6,320
Profit & loss (surp's).	19,901	25,267	22,397		
Total.....	$967,897	$983,550	$995,965	$1,002,685	$1,048,869

PLANT AND EQUIPMENT.—Miles of track (electric), 18.8; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T and girder rail; 48 cars, of which 30 are motor cars and 18 trail cars; McI. & S. engines, Jones and Stephenson cars.

OFFICERS.—Pres. F. S. Hall, Sec. & Supt. Geo. F. Seibel, Gen. Man. Robert S. Goff, Treas. Teresa V. Creed.

DIRECTORS.—J. N. Beckley, Rochester, N. Y.; Robt. S. Goff, Herbert H. Read, Fall River, Mass.; Patrick F. Sullivan, Lowell, Mass.; Geo. A. Washburn, F. S. Hall, Edwin Tetlow, W. E. Dunbar, Jas. T. Claffy, Geo. N. Elmes, Taunton, Mass.

GENERAL OFFICE, Taunton, Mass.

REFERENCE.—Increase of stock, Vol. XI, May, '95, p. 322.

Date of information, Dec., 1899. b

Dighton, Somerset & Swansea Street Railway Co.—Chartered in 1895. The capital stock of this company is now controlled by the Massachusetts electric companies.

CAPITAL STOCK, authorized and issued, $175,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $125,000; due 1915.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.
Gross receipts	$61,434	$69,096	$61,569	$61,828
Operating expenses	41,384	48,983	43,978	45,879
Earnings from operation	20,050	20,113	17,591	15,949
Deductions from earnings.				
Interest on funded debt	2,605	6,250	6,250	6,250
" " unfunded debt		4,957	1,740	1,484
Taxes	1,373	2,049	2,049	2,413
Other deductions		8,976	12,355	5,632
Net income	16,072	*1,940	*2,179	169
Dividends		6,250	8,257	
To surplus account	16,072	*8,190		169
Total surplus account	18,747	8,257	6,077	5,755

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$ 5,979	$ 4,806	$ 5,874	$ 6,956
Maintenance of way and bldgs	944	2,136	2,900	3,136
" " equipment	2,105	4,951	3,200	2,895
Transportation expenses	32,359	37,090	32,004	32,892
Total	$41,384	$48,983	$43,978	$45,879

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	738,529	713,011	775,266	961,675
Car miles run	331,828	405,062	282,591	270,928
Gross receipts per car mile	$.185	$.170	$.217	$.228
Operating expenses per car mile	.125	.121	.155	.169

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$229,326	$247,592	$253,429	$252,924
" equipment	60,867	63,385	67,764	64,353
Cash and current assets	2,118	16,936	22,273	13,845
Bills and accounts receivable	64,819			
Land and buildings	13,634	14,320	14,320	14,320
Miscellaneous assets	2,970	3,547	3,476	500
Profit and loss (deficit)				5,755
Total	$373,734	$345,780	$361,262	$351,697
LIABILITIES.				
Capital stock	$125,000	$175,000	$175,000	$175,000
Funded debt	94,000	125,000	125,000	125,000
Current liabilities	135,987	37,523	33,250	46,872
Other liabilities			21,935	4,825
Profit and loss (surplus)	18,747	8,257	6,077	
Total	$373,734	$345,780	$361,262	$351,697

PLANT AND EQUIPMENT.—Miles of track (electric), 17.25; 30 motor cars, 6 other vehicles; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. B. D. Davol, Sec. & Treas. Herbert H. Read, Gen. Man. George F. Seibel.

DIRECTORS.—F. W. Brightman, Geo. W. Slade, Robert S. Goff, Herbert H. Read, B. D. Davol, Fall River, Mass.; C. A. Davis, Joseph F. Davis, Somerset, Mass.; J. N. Beckley, Rochester, N. Y.; Chas. F. Shaw, H. H. Crapo, New Bedford, Mass.

GENERAL OFFICE, 14 City Square, Taunton, Mass.

Date of information, Feb., 1900. b c

Taunton & Brockton Street Railway Co.—This road commenced operation Sept. 4, 1897. This company has been consolidated with the Brockton St. Ry. Co., the capital stock of which is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $100,000; dated 1897, due 1917.

OPERATION.—Year ending

	Sept. 30, 1898.	Aug. 2, 1899.
Receipts from passengers	$48,510	$54,261
" other sources	148	54
Receipts total	48,658	54,315
Operating expenses	36,865	34,898
Earnings from operation	11,793	19,417
Deductions from earnings.	1898.	1899.
Interest	$5,360	$5,169
Taxes		1,905
Other deductions	1,568	3,000
Net income	4,865	9,343
Dividends paid 6 p. c	6,000	8,000
To surplus account	*1,135	1,343
Total surplus	2,268	3,611

*Deficit

OPERATING EXPENSES.

	1898.	1899.
General expenses	$ 2,314	$2,772
Maintenance of way and buildings	6,212	3,988
" " equipment	4,308	3,680
Transportation expenses	24,031	24,458
Total	$36,865	$34,898

STATISTICS OF TRAFFIC.

	1898.	1899.
Passengers carried	949,244	1,083,145
Car miles run	249,362	245,015
Gross receipts per car mile	$.195	$.222
Operating expenses per car mile	.148	.142

BALANCE SHEET.—Dated Sept. 30,

ASSETS	1898.	1899.
Cost of road	$180,204	$179,242
" " equipment	32,715	32,715
Cash and current assets	2 461	6,030
Total	$215,380	$217,987
LIABILITIES.		
Capital stock	$100,000	$100,000
Funded debt	100,000	100,000
Current liabilities	9,690	3,941
Other liabilities	3,422	10,435
Profit and loss (surplus)	2,268	3,611
Total	$215,380	$217,987

PLANT AND EQUIPMENT.—Miles of track (electric), 17.7; 10 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Horace B. Rogers. Sec. & Treas. Henry E. Reynolds, Gen. Man. Horace B. Rogers.

DIRECTORS.—Patrick F. Sullivan, Jos. H. Goodspeed, Alf. A. Glasier, Horace B. Rogers, Jno. P. Morse, Wm. Jones, Henry E. Reynolds.

GENERAL OFFICE, Brocton, Mass.

Date of information, Dec,, 1899. b

Providence & Taunton Street Railway Co.—Commenced operation June 25, 1898. The capital stock of this company is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, $175,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated Sept. 1, 1898, due 1918; denom. $1,000; int. payable Mar. and Sept.

OPERATION.—June 25 to Sept. 30,

	1898.	Year ending Sept. 30. 1899.
Receipts from passengers	$35,456	$61,795
" other sources	100	300
" total	35,556	62,095
Operating expenses	12,856	38,586
Earnings from operation	22,700	23,509
Deductions from earnings.		
Interest	1,650	9,502
Taxes	600	2,510
Net income	20,450	11,497
Dividends paid		4,375
To surplus account		7,122
Total "		28,481

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1899.

Revenue passengers carried	1,219,170
Car miles run	259,788

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.
Cost of road and equipment	$409,088	$316,729
Other permanent investments		111,630
Cash and current assets	8,556	6,002
Other assets	450	2,284
Total	$418,094	$436,645

Please note date of information at end of each report.

LIABILITIES.	1898.	1899.
Capital stock	$175,000	$175,000
Funded debt	150,000	150,000
Current liabilities	71,418	79,000
Accrued "	1,225	4,164
Profit and loss (surplus)	20,451	28,481
Total	$418,094	$436,645

PLANT AND EQUIPMENT.—Miles of track (electric), 15.52; 20 motor cars.

OFFICERS.—Pres. J. J. Whipple, Treas. P. L. Saltonstall, Gen. Mgr. J. F. Shaw, Supt. A. C. Ralph.

GENERAL OFFICE, Rohoboth, Mass.

TREASURER'S OFFICE, 53 State St., Boston.

Date of information, Oct., 1899. b

East Taunton Street Railway Co.—This company commenced operation of part of its road Dec. 23, 1898, and its Middleboro extension is now under construction.

CAPITAL STOCK, authorized, $110,000, issued, $73,450; par value, $100 per share.

OPERATION.—Period from Dec. 23, 1898, to Sept. 30, 1899.

Total receipts	$12,386
Operating expenses	6,901
Earnings from operation	5,485
Deductions from earnings.	
Taxes	789
Net income	4,696
Dividends paid	2,250
To surplus account	2,446

BALANCE SHEET.—Dated Sept. 30, 1899.

Assets.		Liabilities.	
Cost of road	$86,241	Capital stock	$73,450
" " equipment	8,960	Current liabilities	20,230
Other permanent invest	130	Accrued "	789
Cash and current assets	1,584	Profit and loss (surplus)	2,446
Total	$96,915	Total	$96,915

PLANT AND EQUIPMENT.—Miles of track (electric) in operation, 4.1; gauge, 4 ft. 8½in.; 4 motor cars.

OFFICERS.—Pres. M. A. Cavanaugh, V. Pres. T F. Cavanaugh, Sec. & Gen. Man. Jas. P. Dunn, Treas. Joseph B. Murphy.

DIRECTORS.—M. A. Cavanaugh, T. F. Cavanaugh, J. P. Dunn, J. B. Murphy, C. R. Barstow, C. R. Richmond, S. F. O'Hara.

GENERAL OFFICE, Taunton, Mass.

Date of information, Mar., 1900. b z

NEW CORPORATION.

Bristol County Street Railway Co.—Chartered Dec. 22, 1899. This company was organized to construct an electric railway from Taunton to Hebron, about 13 miles, with an extension to Attleboro, about 3 miles.

Officers.—Pres. George H. Swazey, V. Pres. John H. Buttrick, Treas. & Clerk Douglas A. Brooks.

General Office, 53 State St., Boston, Mass.

Date of information, Feb., 1900. x

TEMPLETON, MASS.

Population in 1900, 5,000.

Templeton Street Railway Co.—This company was organized to construct an electric railway from Templeton to Gardner, and expects to place the road in operation by May 1, 1900.

CAPITAL STOCK, authorized, $50,000, issued, $25,000,

OFFICERS.—Pres. Frederick Greenwood, V. Pres. George W. Bowen, Sec. and Treas. Charles E. Ingalls, East Templeton.

DIRECTORS.—Fred'k Greenwood, S. E. Greenwood, Eugene Lincoln, George W. Bowen, Henry J. Wright.

GENERAL OFFICE, East Templeton, Mass.

Date of information, Mar., 1900. z

TERRE HAUTE, IND.

Population in 1880, 26,042, in 1890, 30,217, in 1899, local estimate, 40,000.

Terre Haute Electric Co.—This company is the successor to the Terre Haute Electric Ry. Co., which was chartered June 4, 1894, in perpetuity. The company now owns and operates the entire street railway system and the entire electric lighting system of the city of Terre Haute. This company owns the properties of the Brazil Rapid Transit Co., of Brazil, Ind., and its line forms a part of the Brazil extension of this road.

The company owns and operates the Citizens' Electric Light & Power Co., which has an unlimited time franchise for the use of the streets and alleys of the city of Terre Haute, and has a five-year contract with the city for lighting the streets and alleys, from Feb., 1900. and also owns and operates the Terre Haute Steam Heating & Power Company, which has an unlimited time franchise for the use of the streets and alleys of the city of Terre Haute. This company in 1896 put in mains to heat a large section of the city.

Capital Stock.—Common stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $900,000, of which $400,000 are in escrow to retire, by exchange and purchase, the outstanding bonds (($400,000) of the Terre Haute Street Ry. Co. (see Note); in treasury, but deposited in trust (see Note), $100,000; coupon, but may be registered; dated July 1, 1894, due 1914; denom. $1,000; int. payable Jan., Apr. July and Oct., at office of the Metropolitan Trust Co., of New York, trustee of mortgage, and in London, Paris and Berlin when bonds are registered for that purpose.

Plant and Equipment.—RAILWAY PLANT. Miles of track (electric) 17.5; gauge, 4 ft. 8½ in.; 40 lb. and 72 lb. rail; 6 horses, 35 cars, of which 25 are motor cars and 10 are trail cars; 50 motors, 1 electric sweeper; 450 H. P. station plant; West. engines, tubular boilers, West. and Walker dynamos and motors, Brill, Pullman, and own cars.

ELECTRIC LIGHTING PLANT. 1,400 H. P. triple expansion Willans engines, 2,240 K. W. Stanley alternators, 6 100-light Western Electric Co. arc dynamos, 2 Gen. Elec. A-120 alternators, 4 50-light T. H. and 4 30-light T. H. arc machines, 2,900 H. P. Climax, Cahall and horizontal return tubular boilers.

STEAM HEATING PLANT. 1 mile of heavy mains supply the heart of the business and residence district of the city of Terre Haute.

Officers.—Pres. W. R. McKeen, V. Pres. J. G. McNutt, Sec. Jno. T. Beasley, Treas. G. E. Tripp, Gen. Man. C. B. Kidder, Supt. M. F. Burke, Elecn. A. Balsley, Ch. Engr. F. L. Ray.

General Office, Power Station, 118 No. 9th St., Terre Haute.

References.—Description of road, Vol. X, June, '94, p 357 (ill.); description of track, Vol. X, Nov., '94, p. 729 (ill.); pleasure parks, Vol. XIII, June, '97, p. 347.

Date of information, Jan., 1900. z

TEXARKANA, ARK.

Population in 1880, 1,390, in 1890, 3,486, in 1899 (local estimate), 16,100.

Texarkana Railway Co.—Charter and municipal franchise granted in 1888, for 30 years. This is a private road.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft.; 30 lb. T rail; 29 mules, 9 cars; St. Louis cars.

OFFICER.—Man. Frank Whitley.

Date of information, Feb., 1900. z

THOMPSONVILLE, CONN.

Enfield & Longmeadow Electric Railway Co.—Chartered Feb. 11, 1895, in perpetuity. Municipal franchise granted in 1896. Annual meeting in Oct. Operation begun Nov. 17, 1896.

CAPITAL STOCK, authorized, $125,000, issued, $116,700.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $150,000, issued, $100,000, in treasury, $50,000; dated Nov., 1896; due 1916; denom. $500 and $1,000; int. payable May and Nov., at office of New Haven Trust Co., of New Haven, trustee of mortgage.

OPERATION.—	10½ mos. ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Total receipts	$22,512	$15,119	$24,143
Operating expenses	16,61	14,527	18,772
Earnings from operation	5,899	592	5,371
Deductions from earnings.			
Interest	2,500	5,000	5,000
Taxes		1,004	947
Deficit		5,412	576

STATISTICS OF TRAFFIC.

	10½ mos. ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Passengers carried	446,857	284,482	480,258
Car miles run	236,195	128,881	190,044
Total receipts per car mile	$.095	$.117	$.127
Operating expenses per car mile	.070	.112	.098

Please note date of information at end of each report.

BALANCE SHEET.—Dated Sept. 30, ASSETS.	1897.	1898.	June 30, 1899.
Cost of road and equip	$216,700	$216,700	$216,700
Materials on hand	316	198	503
Accts. receivable	1,077	104	301
Cash on hand	2,007	218	823
Profit and Loss (deficit)		2,131	2,423
Total	$220,100	$219,351	$220,750
LIABILITIES.			
Capital stock	$116,700	$116,700	$116,700
Funded debt	100,000	100,000	100,000
Bills and accounts payable		2,651	4,050
Damage ins. fund	675		
Profit and loss (surplus)	2,725		
Total	$220,100	$219.351	$220,750

PLANT AND EQUIPMENT.—Miles of track (electric), 8.62; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars; 300 H. P. station plant; Ideal engines, Gen. Elec. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. Chas. E. Graham, V. Pres. Geo. T. Mathewson, Sec. & Treas. Lyman A. Upson, Supt. Pur. Agt. & Elecn. Guy L. Fairbrother, Ch. Engr. Geo. P. Thomas.

DIRECTORS.—S. Harrison Wagner, C. H. Briscoe, G. T. Matthewson, J. B. Houston, Lyman A. Upson, I. A. Kelsey, Chas. E. Graham.

GENERAL OFFICE, Main Street, Thompsonville, Conn.

Date of information, Dec,, 1899. b

TIFFIN, O.

Population in 1880, 7,879, in 1890, 13,000, in 1897, 15,000.

Tiffin, Fostoria & Eastern Electric Railway Co.—This company is the successor to the Tiffin & Fostoria Electric Ry. Co., which was owned by S. B. Sneath, and is the electric railway portion of the Tiffin & Interurban Consolidated Electric Ry., which was sold at receiver's sale.

CAPITAL STOCK, authorized and issued, $175,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 67 lb. and 83 lb. T and girder rail; 10 motor cars; West. dynamos and motors, Brill, B. & S. and Kuhlman cars.

OFFICERS.—Pres. D. H. Kimberly, V. Pres. W. H. Gabriel, Sec. C. O. Evarts, Treas. S. B. Sneath, Supt. A. Kamp.

GENERAL OFFICE, Tiffin, Ohio.

Date of information, May 1899. c d

The Electric Railway & Power Co.—Chartered Aug. 4, 1893, for 25 years.

CAPITAL STOCK, authorized, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 50 lb. and 80 lb. T and girder rail; 13 cars, of which 8 are motor cars and 5 trail cars; Gen. Elec. dynamos and motors, Laclede cars.

OFFICERS.—Pres. G. D. Loomis, V. Pres. C. J. Yingling, Sec. J. F. Bunn, Treas. B. W. Crobaugh.

Date of information, Feb., 1900. z

TITUSVILLE, PA.

Population in 1880, 9,046, in 1890, 8,073, in 1900, 10,000.

Titusville Electric Traction Co.—Charter and municipal franchise granted in Jan., 1897, to construct an electric railway from Titusville to Hydetown, East Titusville and Pleasantville.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $34,000.

OPERATION.—Year ending June 30, 1899.

Gross receipts	$19,006
Operating expenses	9,521
Earnings from operation	9,485
Taxes	88
Net income	9,397

BALANCE SHEET.—Dated June 30, 1899.

Assets.		Liabilities.	
Cost of road	$ 82,533	Funded debt	$34,000
Cost of equipment	34,301	Loans	54,100
Materials and supplies	600	Accounts payable	29,331
Cash	7,816	Profit and loss (surplus)	7,819
Total	$125,250	Total	$125,250

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft; 8½ in.; 60 lb. and 67 lb. girder rail; 10 motor cars, 1 dummy engine. Atlas-Corliss engines, Gen. Elec. dynamos, American cars, Peckham trucks.

OFFICERS.—Pres. M. B. Dunham, V. Pres. A. J. Hazeltine, Sec. Treas. & Gen. Man. G. H. Dunham, Ch. Engr. A. A. Robertson.

DIRECTORS.—R D. Stoeltzing, G. H. Dunham, Pleasantville, Pa.; A. J. Hazeltine, M. B. Dunham, Warren, Pa.

GENERAL OFFICE, Pleasantville, Pa.

REFERENCE.—Description of road, Vol. XV, Mar., '99, p. 140 (ill.).

Date of information, Mar., 1900. z

TOLEDO, IOWA.

Population in 1880, 1,026, in 1899, 2,000.

Tama & Toledo Electric Railway & Light Co.—Municipal franchise granted 1893, for 20 years. Annual meeting first Tuesday in February.

CAPITAL STOCK, authorized and issued, $80,000

FUNDED DEBT, first mortgage, 6 p. c. bonds, authorized and issued, $20,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 3 motor cars; Ide engines.

OFFICERS.—Pres. & Gen. Man. W. C. Walters, V. Pres. W. E. Brice, Sec., Treas., & Pur. Agt. H. A. Shanklin, Elecn. Geo. L. Thayer, Engr. R. M. Rockfort.

DIRECTORS.—W. C. Walters, W. E. Brice, A. L. Brooks, L. Clark, H. A. Shanklin.

GENERAL OFFICE, Toledo, Iowa.

Date of information, Mar., 1900. z

TOLEDO, O.

Population in 1880, 50,137, in 1890, 81,434, in 1895, 125,000, in 1899, 135,000.

Toledo Traction Co.—Chartered May, 1895. This company, on July 1, 1896, acquired by consolidation all the property, right and franchises of all the street railways in the city, and also controls the Toledo Consolidated Electric Co., which owns and controls practically all the electric lighting and power business in the city, and the underground conduits. The statistics of capital stock, funded debt, and plant and equipment, include the electric lighting department.

Capital Stock.—Common stock, authorized and issued, $4,000,000; par value, $100 per share.

6 p. c. preferred stock, authorized and issued, $2,000,000.

Funded Debt.—Consolidated first mortgage 5 p. c. gold bonds, authorized, $6,000,000, issued, $5,665,000, outstanding, $3,879,000, $1,786,000 are held in escrow (see Note), in treasury (see Note), $335,000; coupon, but may be registered; dated July 1, 1896, due 1909; denom. $1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

Note.—Of the new consolidated 5 p. c. mortgage bonds $1,786,000 are held to retire divisional prior lien bonds when due. The mortgage covers all the railways subject to these prior liens and is a first lien on the new Central station and other realty. The bonds are further secured by the deposit of $1,000,000, par value, of first mortgage bonds and the entire capital stock of Toledo Consolidated Electric Co.

$335,000 of the consolidated first mortgage bonds are reserved in the treasury for future extensions, improvements and additions to the property, but may be issued only at the rate of 75 per cent. of the actual cost of such expenditures.

These divisional prior liens are as follows:

Toledo Consolidated Street Ry. Co.'s 6 p. c. first mortgage bonds, $300,000, 6 p. c. second mortgage bonds, $114,000; total, $414,000; due Jan. 1, 1900.

Toledo Consolidated Street Ry. Co.'s 5 p. c. mortgage bonds, $1,086,000; due July 1, 1909.

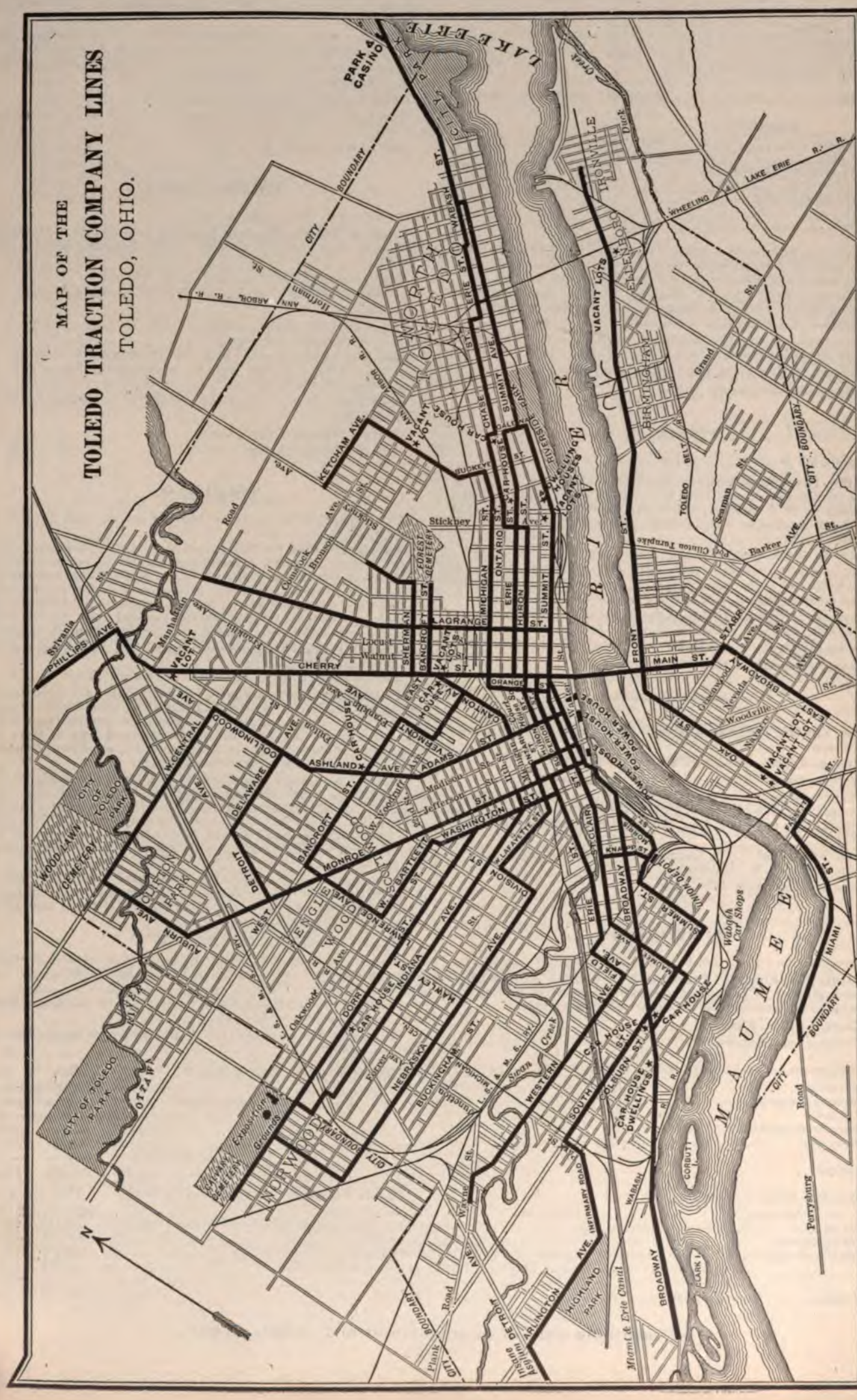
Toledo Electric Street Ry. Co.'s 5 p. c. mortgage bonds, $700,000; due Feb. 1, 1912.

Operation.—Year ending June 30,	1897.	1898.	1899.
Gross receipts	$875,692	$921,168	$1,006,384
Oper'g exps. and miscellaneous charges	550,079	554,554	546,356
Net income	325,613	366,624	460,028
Fixed charges	279,893	266,140	283,119
Surplus	45,720	100,484	176,909

Later Earnings.—6 months ending Dec. 31,	1897.	1898.
Gross receipts	$468,039	$515,388
Operating expenses and miscellaneous charges	260,532	276,684
Net income	207,507	238,704
Fixed charges	146,725	139,585
Surplus	60,782	99,119

Please note date of information at end of each report.

MAP OF THE
TOLEDO TRACTION COMPANY LINES
TOLEDO, OHIO.



Plant and Equipment.—Miles of track (electric), 100; gauge, 4 ft. 8½ in.; 56 lb. to 93 lb. girder rail; 273 cars, of which 234 are motor cars and 39 trail cars; Hamilton-Corliss engines, Gen. Elec. and West. dynamos and motors, Pullman and Brill cars.

Officers—Pres. Albion E. Lang, V. Pres. & Gen. Man. Thomas H. McLean, Audr. C. L. Wight, Sec. Barton Smith, Treas. John B. Dennis, Supt. John Collins, Elecn. E. J. Bechtel, Ch. Engr. of Power Station O. E. Olson.

Directors.—Albion E. Lang, N. B. Ream, Thomas McLean, Barton Smith, Jas. A. Blair, John B. Dennis, Rufus H. Baker, William H. McClellan, Jr.

General Office, cor. Monroe and Water Sts., Toledo, O.

References.—Description of road, Vol. VIII, Mar., '92, p. 137; Vol. VIII, Dec., '92, p. 746; description of power plant, Vol. VII, June, '91, p. 288 (ill.); description of emergency wagon, Vol. VIII, Feb., '92, p. 70 (ill.); description of fire in car house, Vol. VIII, Feb., '92, p. 74 (ill.); increase of stock, Vol. IX, Jan., '93, p. 65; description of casino (brief), Vol. XI, May, '95, p. 310 (ill.); operating detail, transfers, Vol. IX, Aug., '93, p. 533 (ill.); change in ownership, Vol. XII, July, '96, p. 401; description of power plant, Vol. XIII, Jan., '97, p. 9 (ill.); pleasure park, Vol. XIII, June, '97, p. 346.

Date of information, May, 1899. c d z

For map of road see page 264.

Toledo, Bowling Green & Fremont Railway Co.—This company owns 25 miles of road, and in addition operates 14 miles jointly with the Toledo & Maumee Valley Ry. Co.

Capital Stock, authorized, $500,000.

Plant and Equipment.—Miles of track (electric), 25; 8 motor cars; West. motors; Pullman and Barney & Smith cars; McGuire & B. & S. trucks.

Officers.—Pres. & Treas.————————, V. Pres. J. A. Huston, Sec. Audr. & Gen. Man. C. A. Denman.

Directors.—W. B. Taylor, George H. Breymann, M. I. Wilcox, R. E. Hamblin, James A. Huston, L. Black, T. H. Tracy.

General Office, Toledo, O.

Date of information, Jan., 1900. z

Toledo, Maumee & Perrysburg Electric Railroad Co.—Chartered, Feb., 1894.

Capital Stock, $150,000.

Funded Debt.—First mortgage 5 p. c. bonds, $300,000; dated Mar. 1, 1895, due 1920; denom. $1,000; trustee of mortgage, Metropolitan Trust Co., of New York.

Officers.—Pres. & Gen. Man. J. K. Tillston, Sec. & Treas. Frank M. Ohl.

General Office, Toledo, O.

Date of information, Mar., 1898. z

Toledo & Maumee Valley Railway Co.—Chartered, Jan., 1894. This company operates jointly with the Toledo, Bowling Green & Fremont Railway Co., entering Toledo (8 miles) over the tracks of the Toledo Traction Co., under perpetual traffic agreement.

Capital Stock, $300,000.

Plant and Equipment.—Miles of track owned (electric), 14; gauge, 4 ft. 8½ in.; 56 lb. T rail; 14 cars, of which 12 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Barney & Smith and St. Louis cars.

Officers.—Pres. A. K. Detwiler, V. Pres. G. G. Metzger, Sec. G. K. Detwiler, Treas. W. B. Taylor, Gen. Man. C. A. Denman.

General Office, 106 Summit St., Toledo, O.

Date of information, May, 1899. c z

Toledo & Monroe Railway.—This road is now in process of construction, and it is expected that it will commence operation July 1, 1900.

Capital Stock.—Common stock, $250,000; preferred stock, $200,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $600,000, issued, $450,000; int. payable June and Dec., at office of Knickerbocker Trust Co., trustee of mortgage.

Contemplated Plant and Equipment.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 70 lb. rail; 6 motor cars; Corliss engines, 2-400 Siemens-Halske dynamos, West. motors.

Officers.—Pres. C. A. Black, V. Pres. E. M. Fowler, Sec. A. E. T. White, Treas. Man. & Pur. Agt. J. M. Mulkey, Cons Engrs. J. G. White & Co.

General Office.—Detroit, Mich.

Date of information, Mar., 1900. z

TOPEKA, KAN.

Population in 1880, 15,452; in 1890, 31,007; in 1897 (estimated), 33,000.

The Topeka Railway Co.—Chartered May 1, 1892, to take over the property and franchises of the Topeka City Ry. Co. and the Topeka Rapid Transit Ry. Co.

Capital Stock, authorized and issued, $1,250,000; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c., bonds, authorized and issued, $1,100,000; coupon, but may be registered; dated May 1, 1892, due 1922; denom. $1,000; int. payable Mar. and Sept., at office of J. Kennedy, Tod & Co., 45 Wall St., New York; trustee of mortgage, Manhattan Trust Co., of New York.

Plant and Equipment.—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 35 lb. and 52 lb. T and girder rail; 66 cars, of which 36 are motor cars and 30 trail cars; Allis engines, Gen. Elec. dynamos and motors, Laclede, St. Louis and Stephenson cars.

Officers.—Pres. & Treas. C. C. Baker, V. Pres. M. A. Low, Sec. J. G. Slonecker, Gen. Man. J. M. Patten.

Directors.—M. A. Low, J. G. Slonecker, F. G. Willard, J. M. Patten, C. S. Gleed, Chas. Blood Smith, W. H. Rossington, Howell Jones, H. C. Speer, C. K. Holliday, S. T. Howe, L. C. Wasson, C. C. Baker.

General Manager's Office, 1112 Jackson St. President's office, 113 East 8th Ave., Topeka, Kan.

Date of information, Feb., 1900. z

TORONTO, ONT.

Population in 1880, 75,110; in 1890, 160,141; in 1896 (assessment returns), 176,858; in 1899 (local estimates), 215,000.

Toronto Railway Co.—Chartered June, 1892, for 30 years. This company operates the Toronto & Scarboro Elec. Ry., Light & Power Co. and the Toronto & Mimico Ry. & Light Co.

Capital Stock, authorized and issued, $6,000,000; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c. gold coupon bonds, authorized, $35,000 per mile of single track, issued, $2,999,953, in treasury, $250,000; dated Sept. 1, 1891, due 1921; denom. $1,000 and £100; int. payable Feb. and Aug., at office of company; trustees of mortgage, Geo. A. Cox, of Toronto, and R. B. Angus, of Montreal.

Note.—$600,000 of the first mortgage bonds issued are held in escrow to retire at maturity an equal amount of the bonds of the company's predecessor, dated 1884, due in 1914, int. 6 p. c. These original bonds are not a lien upon the new construction or equipment of the new company. The company agrees to retire 5 p. c. of the outstanding bonds in 1911 and annually thereafter until maturity.

Operation.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$992,801	$997,273	$1,077,612	$1,210,618	$1,333,542
Op. exp. and taxes	489,915	507,760	525,801	578,857	650,325
Earnings from oper.	502,886	489,513	551,811	631,761	683,218
Deduc's from earn.	201,576			227,022	250,349
Net income	301,310	282,026	341,023	404,730	432,869
Div'ds and paving	270,000	270,000	270,000	304,000	304,000
To surplus account	31,310	12,026	71,023	100,739	128,869
P. c. operating exp. total receipts	49.3	50.9	48.8	47.4	48.8

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road and equip real estate and bldgs.	$9,536,913	$9,690,095	$ 9,852,415	$10,089,653
Accounts receivable	34,360	19,915	20,480	19,765
Stores in hand	23,405	19,721	26,526	30,875
Cash	186,237	227,427	118,078	123,022
Total	$9,780,915	$9.957,159	$10,017,499	$10,263,615
LIABILITIES.				
Capital stock	$6,000,000	$6,000,000	$ 6.000,000	$ 6,000,000
Bonds	2,799,933	2,999,953	2,999,953	2,999,953
Loans on bonds in treas.	100,000			100,000
Accounts payable	60,885	62,110	69,688	97,160
Unredeemed tickets	10,577	10,649	11,149	12,364
Uniforms	514			117
Injuries and damage (insurance fund)	4,513	8,033	8,058	
Interest on bonds	51,000	54,396	54,396	54,397
Dividend payable	105,000	105,000	60,000	60,000
Profit and loss (surplus)	648,493	717,016	814,255	939,624
Total	$9,780,915	$9,957,159	$10.017.499	$10,263,615

The following table shows the development of the system since 1880.

Year.	Miles track.	Passengers carried.	Rides per capita.
1880	19.03	2,869,664	37
1881	22.73	3,325,428	38
1882	26.34	4,644,264	51
1883	30.53	5,142,516	50
1884	33.20	6,131,440	56
1885	37.67	7,386,208	64
1886	44.66	8,636,472	70
1887	48.12	10,545,112	81
1888	54.71	12,368,700	86
1889	62.76	14,414,960	87
1890	65.35	16,310,444	94
1891	68.72	16,418,483	88
1892	70.00	19,143,839	112
1893	76.40	21,215,010	121
1894	85.77	22,609,338	131
1895	88.96	23,353,228	132
1896	89.12	23,537,911	132
1897	90.93	25,271,314	135
1898	90.83	28,710,388	144
1899	93.04	31,826,940	148

Plant and Equipment.—Miles of track (electric), 93; gauge, 4 ft. 10¾ in.; 70 lb. girder rail; 566 cars, of which 346 are motor cars and 220 trail cars; 5,800 H. P. station plant; A. & S. and Corliss engines, Gen. Elec. dynamos and motors, own cars.

Officers.—Pres. Wm. MacKenzie, V. Pres. Jas. Ross, Sec. & Treas. J. C. Grace, Man. E. H. Keating, Supt. J. Gunn.

Directors.—Wm. MacKenzie, James Ross, James Gunn, Geo. A. Cox, W. D. Matthews, C. E. L. Porteous, F. L. Wanklyn.

General Office, Toronto, Ont.

References.—Description of road, Vol. VIII, Dec., '92, p. 737; Vol. IX, Sept., '93, p. 569 (ill.); increase of bonds, Vol. IX, Mar., '93, p. 197; operating detail, transfers, Vol. IX, Dec., '93, p. 828 (ill.); report, Vol. IX, Jan., '93, p. 68; tax report, Vol. IX, Feb. '93, p. 129; annual report, Vol. X, Feb., '94, p. 146; for '92, '93, '94, Vol. XI, Feb., '95, p. 120; description of road, Vol. XI, Souv., '95, p. 25 (ill.); financial standing (brief), Vol. XII, Oct., '96, p. 608.

Date of information, Feb., 1899. z

Metropolitan Street Railway Co.

Capital Stock, authorized, $250,000, issued, $150,000.

Plant and Equipment.—Miles of track (electric), 5; gauge, 4 ft. 10¾ in.; 56 lb. T rail; 5 motor cars; Goldie & McCulloch engines, Gen. Elec. dynamos and motors, Jones and St. James cars.

Officers.—Pres. C. D. Warren, Sec. & Treas. R. Jenkins, Gen. Man. & Pur. Agt. J. W. Moyes.

Post Office Address, Deer Park P. O., Ontario.

Date of information, Jan., 1895.

TORONTO JUNCTION, ONT.

Toronto Suburban Street Railway Co., Ltd.—Chartered Feb., 1894. Annual meeting Sept. This is a consolidation of the Davenport Street Ry. Co. and the City & Suburban Electric Ry. Co. Municipal franchises granted in 1891 expire in 1911.

Capital Stock, authorized, $250,000, issued, $80,000.

Plant and Equipment.—Miles of track (electric), 9; gauge, 4 ft. 10¾ in.; 73 lb. and 56 lb. T and girder rail; 5 motor cars, 1 electric snow sweeper; Ball engines, West. dynamos and motors.

Officers.—Pres. R. Wilson Smith, V. Pres. E. P. Heaton, Sec. & Treas. S. A. A. Watt, Gen. Man. W. B. Close, Elecn. M. Harris.

Directors.—R. Wilson Smith, Frank Turner, John Torrance, E. P. Heaton, Allen Royce, R. L. McCormack.

General Office, Toronto Junction, Ont.

Date of information, Feb., 1899. z

TORRINGTON, CONN.

Population in 1899 (local estimate), 13,000.

Torrington & Winchester Street Railway Co.—Chartered in March, 1897. Annual meeting second Monday in Oct.

CAPITAL STOCK, $200,000; par value $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated Dec. 1, 1897, due 1917; denom. $1,000; int. payable June and Dec. at Hurlburt National Bank, of Winsted, Conn.; trustee of mortgage, State of Connecticut.

OPERATION.—9 months ending June 30,

	1898.	1899.
Receipts from passengers	$23,752	$40,165
" other sources	450	165
" total	24,202	40,330
Operating expenses	15,566	21,667
Earnings from operation	8,636	18,663
Deductions from earnings.		
Interest	5,008	8,080
Taxes		2,165
Other deductions	1,098	
Net income	2,530	8,428
Dividends paid		5,000
To surplus account		3,428
Total surplus account	3,002	6,108

STATISTICS OF TRAFFIC.

Period of 9 months ending June 30,

	1898.	1899.
Passengers carried	496,726	844,984
Car miles run	162,684	247,527
Passenger receipts per car mile	$.146	$.163
Operating expenses per car mile	.096	.087

BALANCE SHEET.—Dated June 30, 1898.

ASSETS.	1898.	1899.
Cost of road	$334,948	$335,294
" " equipment	41,661	42,255
Cash	2,530	2,043
Insurance (unexpired)	1,630	350
Interest in advance	312	625
Accounts receivable		620
Materials and supplies		700
Total	$381,081	$381,887
LIABILITIES.		
Capital stock	$200,000	$200,000
Funded debt	150,000	150,000
Bills and accts. payable	27,454	25,154
Accrued interest	625	625
Profit and loss (surplus)	3,002	6,108
Total	$381,081	$381,887

PLANT AND EQUIPMENT—Miles of track (electric), 13; gauge 4 ft. 8½ in.; 56 lb. T rail; 14 motor cars; Slater engines; Gen. Elec. dynamos and motors, Massachusetts cars, Peckham trucks.

OFFICERS.—Pres. James Alldis, Sec. S. A. Herman, Treas. S. A. Herman, Supt. Charles Alldis, Ch. Engr. of Power Station Wm. Hallenbeck.

DIRECTORS.—S. A. Herman, James Alldis, A. P. Hine, Geo. B. Alford, Henry Gay, F. F. Fuessnick, E. H. Hotchkiss.

GENERAL OFFICE, Winsted, Conn.

REFERENCE.—Description of road, Vol. XIV, Mar., '98, p. 151 (ill.).

Date of information, Mar., 1900. b z

TRENTON, N. J.

Population in 1880, 29,910, in 1890, 57,458, in 1894 (local estimates), 68,000.

Trenton Street Railway Co.—Chartered 1898. This is a consolidation, on June 28, 1898, of the Trenton Passenger Railway Co, Consolidated, (comprising the Trenton Horse R. R. Co., the City Ry. Co., the South Clinton Avenue & Broad Street Ry. Co., and the Hamilton Township Street Ry. Co.); and the Mulberry Street Passenger Ry., the Pennington Avenue Passenger Ry. Co., and the Ewing Passenger Ry. Co. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued, $752,000; held in treasury $1,248,000 (see note); coupon, but may be registered; dated 1898, due 1938; denom. $1,000; int. payable Jan. and July, at office of company, Trenton, N. J.

Floating Debt, $60,000.

Note.—$1,000,000 held to redeem bonds of Trenton Passenger Ry. Co. Consolidated, and $248,000 held for extensions of road.

Operation.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$222,761	$228,356	$225,075	$247,050	$288,746
Op. ex. and fix'd char's.	220,990	226,284	223,705	230,767	263,746
Net income	1,771	2,072	1,369	16,283	25,000

*Deficit.

Plant and Equipment.—Miles of track (electric), 30; gauge, 5 ft. 2½ in.; 78 lb. to 90 lb. girder rail; 71 cars, of which 51 are motor cars and 20 trail cars; Watts-Campbell engines, Short and Gen. Elec. dynamos and motors, St. Louis and Stephenson cars.

Officers.—Pres. & Gen. Man. Henry C. Moore, V. Pres. Thos. C. Barr, Sec. & Treas. John L. Kuser, Supt. P. E. Hurley, Ch. Engr. A. E. Cassidy.

Directors.—Henry C. Moore, E. J. Moore, A. R. Kuser, F. W. Roebling, J. H. Blackwell, John L. Kuser, Thos. C. Barr.

General Office, Greenwood and S. Clinton Ave., Trenton, N. J.

References.—Power station records, Vol. XII, Apr., '96, p. 234; Vol. XIII, Mar., '97, p. 155, pleasure park, Vol. XIII, Aug., '97, p. 499; power station records, Vol. XV, Mar., '99, p. 149.

Date of information, Dec., 1899. z

NEW CORPORATION.

Trenton & Princeton Traction Co.—This company was incorporated in Jan., 1899, to construct an electric railway from Trenton to Princeton, a distance of 14 miles. The contract for construction has been awarded, and it is expected to place the road in operation in May, 1900.

Capital Stock, $200,000.

Incorporators.—G. O. Vanderbilt, of Princeton, N. J., Chas. W. Shippee, of Boston, Julius Garat, Elmer E. Carpenter, Harry Lincoln, of Worcester, Mass.

Date of information, Feb., 1900. x

TROY, N. Y.

Population in 1880, 56,747; in 1890, 60,956; in 1897 (local estimates), 67,000.

Troy City Railway Co.—Chartered Jan. 31, 1866. This company was consolidated Jan. 1, 1900, with the Albany Ry. Co., forming the United Traction Co., of Albany, N. Y. Annual meeting second Tuesday in Jan.

Date of information, Feb., 1900. z

Troy & New England Railroad Co.—Chartered Dec. 27, 1889. Annual meeting second Thursday in Jan. Operation was commenced in Oct., 1895.

Capital Stock, authorized, $350,000, issued, $180,000; par value, $100 per share.

Funded Debt.—$184,400, as follows:

First mortgage 5 p. c. gold coupon bonds, authorized and issued, $160,000; dated Aug. 1, 1895, due 1945; denom. $500; int. payable Feb. and Aug., at office of company, Troy, N. Y.; trustees of mortgage, F. N. Mann, Jr., and H. B. Dauchy.

Debenture 6 p. c. bonds, authorized, $31,000, issued, $24,400; dated June 1, 1896, due 1901; int. payable June and Dec., at office of company, Troy, N. Y.

Operation.—Year ending

	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Receipts from passengers	$32,256	$29,165	$27,038	$32,679
" other sources	1,985	2,113	400	1,987
" total	34,241	31,278	27,438	34,666
Operating expenses	21,927	18,390	22,353	20,107
Earnings from operation	12,314	12,888	5,085	14,559
Deductions from earnings.				
Interest on bonds	8,000	9,466	9,222	9,663
" " floating debt	306			
Taxes	365	465	706	659
Rentals	300			
Net income	3,343	2,958	*4,843	4,237
Total surplus account	4,671	3,224	995	5,232

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.
General expenses	$ 1,646	$ 5,955	$ 2,769
Transportation expenses	12,075	10,925	11,238
Maintenance of way and buildings	2,352	3,167	2,799
" " equipment	2,317	2,306	3,301
Total	$18,390	$22,353	$20,107

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Passengers carried	260,793	239,202	305,063
Total car miles run	*214,428	169,888	194,084
Total receipts per car mile	$.146	$.161	$.178
Operating expenses per car mile	.086	.131	.103

*Includes freight mileage.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.	June 30, 1899.
Cost of road and equip	$367,441	$368,575	$370,532	$372,560
Cash	526	649	348	410
Material and supplies			2,615	2,162
Total	$367,967	$369,224	$373,495	$375,132
LIABILITIES.				
Capital stock	$180,000	$180,000	$180,000	$180,000
Funded debt	175,400	175,600	183,900	184,400
Bills and accts payable	7,896	10,400	8,600	5,500
Profit and loss (surplus)	4,671	3,224	995	5,232
Total	$367,967	$369,224	$373,495	$375,132

Plant and Equipment.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 65 lb. T rail; 25 cars, of which 9 are motor cars, 8 are trail cars and 8 freight cars; West., Church, Kerr & Co.'s engines, West. dynamos and motors, Jones and Jackson & Sharp cars, Taylor and Diamond trucks.

Officers—Pres. John Knickerbacker, V. Pres. Edw. F. Murray, Sec. & Treas. Rice C. Bull, Supt. A. W. Bentley, Ch. Engr. C. Van Zandt.

Directors.—Edw. F. Murray, Wm. Kemp, Chas. Cleminshaw, Wm. Shaw, Jas. K. Averill, R. C. Bull, John Knickerbacker, Chas. W. Tillinghast, Jas. S. Donnelly, L. A. Flint, Jas. H. Caldwell, B. F. Stiles, J. H. Jones.

General Office, Troy, N. Y.

Date of information, Mar., 1900. b z

TUSCALOOSA, ALA.

Tuscaloosa Belt Railway Co.—Charter and municipal franchise granted in 1887. This company does a general freight and passenger traffic, switching all cars to city from the A. G. S. R. R. and M. & O. R. R.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $100,000; due June 1, 1918; int. payable June and Dec., at office of Knickerbocker Trust Co., of New York.

PLANT AND EQUIPMENT.—Miles of track (steam), 6; gauge, 4 ft. 8½ in.; 35 lb. T rail; 9 cars, of which 4 are passenger cars and 5 freight cars; 2 engines.

OFFICERS.—Pres. W. C. Jemison, Sec. Treas. & Supt. John T. Cochrane, Gen. Man. J. W. Woolfolk, Ch. Engr. W. A. McCall.

DIRECTORS.—W. C. Jemison Geo. A. Searcy, W. G. Cochrane, T. B. Allen, Henry Fritts, W. C. Fritts, J. T. Cochrane.

GENERAL OFFICE, Tuscaloosa. Gen. Man.'s office, 15 Wall St., New York City.

Date of information, Feb., 1899. z

UNDERCLIFF, N. J.

Population about 1 200.

Bergen County Traction Co.—Chartered Dec. 15, 1894. Annual meeting first Saturday in Feb. This company began operation on Apr. 20, 1896. On Feb. 27, 1900, this company was consolidated into the New Jersey & Hudson River Ry. & Ferry Co. (see under Hackensack, N. J.).

GENERAL OFFICE, Foot of W. 130th St., New York City.

Date of information, Jan., 1899. b

UNION, ORE.

Population in 1880, 416, in 1890, 604, in 1897, 1,050.

Union Street & Suburban Railway Co.—Chartered Dec. 22, 1894, to purchase the road, buy rolling stock, right of way, supplies, etc., and all the appurtenances of the railroad heretofore owned by the Union Ry.

CAPITAL STOCK, authorized and issued, $20,000; par value, $100 per share.

OPERATION.—Year ending Dec. 31, 1898.

Receipts from passengers	$1,500
" " other sources	2,500
" " total	4,000
Operating expenses	1,900
Earnings from operation	2,100
Deductions from earnings.	
Taxes	100
Net income	2,000
Dividends paid in 1898, 10 p. c.	2,000

PLANT AND EQUIPMENT.—2 motor cars, 1 dummy.

OFFICERS.—Pres. J. H. Hutchinson, V. Pres. Abner Robbins, Sec. W. R. Hutchinson, Treas. N. Schoonover.

DIRECTORS.—J. H. Hutchinson, Abner Robbins, W. R. Hutchinson, N. Schoonover.

GENERAL OFFICE, Union, Ore.

Date of information, Feb., 1899. z

UNIONTOWN, PA.

Population in 1880, 3,265, in 1890, 6,358.

Uniontown Electric Railway Co.—In Mar., 1900, it was stated that this property had been purchased by M. K. Salsbury, of Pittsburg, and his associates, in the interests of the Connellsville, New Haven & Leisenring Ry., to form part of an extended system from Mt. Pleasant to Fairchance, running the entire length of the coke region.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—None.

OPERATION.—Year ending

	June 30, 1895.	7 mos. end'g Dec. 31, 1896.	Year end'g June 30, 1897.	Year end'g June 30, 1898.	Year end'g June 30, 1899.
Gross receipts	$8,667	$10,225	$4,158	$6,767	$7,247
Total expenses	6,628	7,394	2,540	6,203	6,000
Earnings from oper.	2,039	2,831	1,618	564	1,247

BALANCE SHEET.—Dated June 30,

ASSETS.	1894.	1895.	1896.	1898.	1899.
Cost of road	$ 38,000	$ 38,000	$ 38,000	$50,000	$50,000
" equipment	60,000	60,000	60,000		
Cash				728	1,976
Supplies	2,500	2,000	567		2,405
Profit and loss (deficit)	2,500	1,380	1,433		
Total	$103,000	$101,380	$100,000	$50,728	$54,381
LIABILITIES.					
Capital stock	$ 50,000	$ 50,000	$ 50,000	$50,000	$50,000
Funded debt	17,000	27,000	50,000		
Bills payable	36,000	24,380			2,405
Profit and loss (surplus)				728	1,976
Total	$103,000	$101,380	$100,000	$50,728	$54,381

NOTE.—No balance sheet for 1897 has been received.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 5 ft. 2½ in.; 68 lb. girder and T rail; 6 cars, of which 5 are motor cars and 1 trail car; Buckeye engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. H. L. Robinson, Sec. Gen. Man. & Pur. Agt. F. Hopwood. Treas. M. H. Bowman, Supt. & Elecn. Geo. P. Barclay, Ch. Engr. of Power Station Thos. Cooper.

DIRECTORS.—S. E. Ewing, A. D. Boyd, Geo. A. McCormick, R. F. Hopwood, M. H. Bowman, F. S. Chalfant.

Date of information, Mar., 1900. b z

UTICA, N. Y.

Population in 1880, 33,914, in 1890, 44,007, in 1899 (local estimates), 60,000.

Utica Belt Line Street Railroad Co.—Chartered June 18, 1886. This company leases and operates the electric railway portion of the Utica Clinton & Binghamton R. R. at a rental of $15,000 per annum, the lease being dated Dec., 1886, for 99 years. It also leases and operates the tracks of the Utica Suburban Ry. Co. (about 4 miles), at a rental of $2,500 per annum, for a period of 99 years.

Capital Stock.—Common stock, authorized and issued, $150,000, par value, $100 per share.

6 p. c. non-cumulative preferred stock, authorized, $150,000, par value, $100 per share. No dividends can be paid on the common stock until 6 p. c. is earned and paid on the preferred stock.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $500,000; dated Nov. 1, 1889, due 1939; denom. $1,000; int. payable May and Nov., at office of New York Security & Trust Co., of New York, trustee of mortgage.

Second mortgage 5 p. c. coupon bonds, issued, $200,000, dated Jan. 1, 1891, due 1931; denom. $500; int. payable Jan. and July at office of New York Security & Trust Co., of New York, trustee of mortgage.

Note.—First mortgage bonds bear interest from May 1, 1894, to 1896 at 4 p. c., and thereafter at 5 p. c; second mortgage bonds bear interest from July 1, 1894 to 1898, at 4 p. c., and thereafter at 5 p. c.

Operation.—	Year ending Dec. 31, 1895.	Year ending Dec. 31, 1896.	Year ending June 30, 1897.	Year ending June 30, 1898.	Year ending June 30, 1899.
Gross receipts	$160,284	$170,256	$166,793	$193.258	$207,077
Operating expenses	105,296	103,488	106,662	139,967	143,881
Earn's from oper'n.	54,988	66,768	60,132	53.291	63,196
Deduct. from earn.					
Interest	25,640	28,140	30,640	31,820	35,000
Taxes	2,526	3,319	4,035	3,392	4,153
Rentals	16,625	15,000	15,000	17,500	17,500
Net income	10,197	20,308	10,457	579	6,543
Total surplus					36,182
P. c. oper'ing exp. to total receipts.	65.7	60.6	64.0	73.0	69.4

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.
General expenses	$ 15,093	$ 19.794	$ 18,692
Transportation expenses	59,191	67,894	73,030
Maintenance of way and buildings	21,351	38,515	41,857
" " equipment	11,027	13,764	10,302
Total	$106,662	$139,967	$143,881

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Passengers carried	3,470,530	4,743,969	4,563,823
Car miles run	879,382	1,105,584	1,089,634
Total receipts per car mile	$.191	$.174	$.190
Operating expenses per car mile	.121	.126	.132

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1895.	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Cost of rd. and equip.	$928,073	$950,761	$961,348	$1,041,333	$1,058,375
Cash and cur. assets.	1,853	121	171	4,143	2,076
Supplies on hand	9,015	7,838	7,518	6,968	6,676
Total	$938,942	$958,720	$969,037	$1,052,444	$1,067,127
LIABILITIES.					
Capital stock	$283,913	$283,913	$283,913	$ 300,000	$ 300,000
Funded debt	641,000	641,000	641,000	700,000	700,000
Other liabilities	4,876	6,065	15,063	22,804	30,945
Profit and loss (surp.)	9,152	27,742	29,061	29,640	36,182
Total	$938,942	$958,720	$969,037	$1,052,444	$1,067,127

Plant and Equipment.—Miles of track (electric), 26.69; owned, 9.56; leased, 17.13; gauge, 4 ft. 8½ in.; 48 lb. to 90 lb. T and girder rail; 94 cars, of which 63 are motor cars and 31 trail cars; Gen. Elec. dynamos and motors.

Officers.—Pres. Gen. Man. & Pur. Agt. John W. Boyle, V. Pres. John S. Capron, Sec. John H. Grant, Treas. N. Pendergast, Supt. Robt. G. Young, Ch. Engr. of Power Station, C. Barnes, M. Mech. James Lawler.

Directors.—John W. Boyle, N. Pendergast, John H. Grant, John S. Capron, Wm. B. Putney, C. Weidenfelt, Robt. G. Young.

General Office, 26 Main St., Utica, N. Y.

References.—Description of road, Vol. VI, July, '90, p. 320 (ill.); new car (brief), Vol. XII, July, '96, p. 411.

Date of information, Mar., 1900. b z

Utica & Mohawk Railroad Co.—Chartered Jan. 4, 1874. Annual meeting third Wednesday in Jan.

Capital Stock, authorized, $250,000, issued, $52,100; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $75,000; coupon, but may be registered; dated July 1, 1890, due 1910; denom. $1,000; int. payable Jan. and July, at Oneida National Bank, of Utica; trustees of mortgage, R. S. Williams, F. G. Wood and G. L. Bradford, of Utica, N. Y.

Second mortgage 6 p. c. bonds, authorized, $35,000, issued, $20,000; dated Jan. 1, 1896, due 1910-1912; int. payable May and Nov.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass.	$25,879	$28,047	$26,079	$26,422	$25,685
" other s'rc's	2,490	958	1,280		1,413
" total	28,369	29,005	27,359	26,422	27,096
Operating expenses	21,459	24,174	20,929	24,207	20,345
Earns. from oper'n	6,910	4,831	6,430	2,215	6,753
Deduct. from earn's.					
Interest	6,237	6,284	6,318	6,440	6,066
Taxes	498	689	393	548	377
Commissions		90		246	
Net income	174	† 2,232	† 280	† 5,019	280
To surplus account	174	† 2,232	† 280		
Total surplus account	† 2,198	† 4,430	† 4,711	† 9,730	† 9,450

† Deficit.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 3,816	$ 4,869	$ 3,816	$ 3,594	$ 3,004
Transportation expenses	14,124	14,372	14,450	14,567	13,491
Maint. of way and building.	746	1,107	338	2,054	550
" " equipment	2,773	3,826	2,324	3,992	3,301
Total	$21,459	$24,174	$20,929	$24,207	$20,346

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Passengers carried	521,593	528,450	513,695
Car miles run	203,760	203,760	203,760
Total receipts per car mile	$.134	$.129	$.133
Operating expenses per car mile	.103	.114	.099

Balance Sheet.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$ 75,802	$ 75,802	$ 76,072	$ 77.248	$ 77,373
" equipment	40,547	40,797	41,041	41,041	41,041
Other perm'nt invest.			48,898	48,990	48,957
Cash	546	772	425	341	929
Other assets	49,432	50,412	2,553	2,038	1,478
Profit and loss (deficit)	2,198	4,430	4,711	9,730	9,450
Total	$168,525	$172,213	$173,699	$179,388	$179,228

Please note date of information at end of each report.

LIABILITIES.					
Capital stock.....	$52,100	$52,100	$52,100	$52,100	$52,100
Funded debt.....	75,000	90,000	95,000	95,000	95,000
Bills payable.....	36,661	25,600	22,874	28,778	29,017
Accrued interest.....	2,450	2,025	2,085	2,075	2,075
Open accounts.....	2,314	2,488	1,640	1,435	1,036
Total	$168,525	$172,213	$173,699	$179,388	$179,228

Plant and Equipment.—Miles of track (electric), 3.08; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T rail; 17 cars, of which 11 are motor cars and 6 open trail cars; Gen. Elec. dynamos and motors, Stephenson cars.

Officers.—Pres. & Gen. Man. James F. Mann, V. Pres. R. W. Sherman, Sec. Wm. E. Lewis, Treas. Hugh White, Supt. Philip F. Gabler.

Directors.—James F. Mann, R. W. Sherman, Wm. E. Lewis, Hugh White, Thos. R. Proctor, P. C. J. DeAngelis, Wm. T. Baker, Charles D. White, Myron W. Van Auken, Wm. L. Watson, Fred. M. Calder, H. W. Millar, C. A. Lockner.

General Office, Mann Building, Utica, N. Y.

Date of information, Dec., 1899. b

Oneida Street Railroad Co.—Chartered Jan. 12, 1887. Annual meeting Jan. 12. This road has not been in operation for more than four years, the track having been torn up on account of the paving of the street. The company has commenced suits against the city and the paving company for damages, and it is understood that as soon as the suits are settled the company will be reorganized and the road rebuilt.

For information concerning the road, address I. J. Griffith, Utica, N. Y.

Capital Stock, authorized and issued, $40,000; par value, $100 per share.

Date of information, Dec., 1899. z

VANCOUVER, B. C.

Population, about 20,000.

British Columbia Electric Railway Co., Ltd.—This company is the successor to the Consolidated Ry. & Light Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. and 70 lb. T and girder rail; 16 cars, of which 14 are motor cars and 2 trail cars; Gen. Elec. and West. dynamos and motors.

OFFICERS.—Man. Director F. S. Barnard, Man. & Comptroller J. Buntzen.

Date of information, Mar., 1898. z

VENICE, ILL.

Population in 1880, 612, in 1890, 932, in 1896, 1,651.

Venice, Madison & Granite City Railway Co.—Charter and municipal franchise granted in 1895 for 20 years. Annual meeting Apr. 30.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $60,000, issued, $47,000, in treasury, $13,000; dated May 1, 1895, due 1915; coupon, but may be registered; denom. $500; int. payable May and Nov., at the office of Mississippi Valley Trust Co., trustee of mortgage.

Treasury bonds may be issued for betterments and extensions. The first mortgage bonds may be called for payment at one month's notice at 104 and accrued interest after five years.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 10 in.; 48 lb. and 60 lb. T rail; 7 cars, of which 4 are motor cars and 3 trail cars; 110 H. P. station plant, Ideal engines, Gen. Elec. dynamos. Walker motors. St. Louis cars, McGuire trucks

OFFICERS.—Pres. & Gen. Man. Fred. E. Allen, V. Pres. C. H. Sharman, Sec. E. J. Spencer, Treas. D. R. Francis, Supt. George Miller.

DIRECTORS.—C. H. Sharman, Fred. E. Allen, E. J. Spencer, A. C. Orrick, D. R. Francis.

GENERAL OFFICE, Venice, Ill.; President's and Secretary's office, Laclede Bldg., St. Louis, Mo.

Date of information, Feb., 1900. z

VICKSBURG, MISS.

Population in 1880, 11,814, in 1890, 13,373, in 1899, 19,600.

Vicksburg Electric Street Railway Co.—Chartered Jan., 1898, and began operation of the road Apr. 24, 1899. This company also operates an extensive electric lighting plant.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $200,000.

PLANT AND EQUIPMENT.—Miles of track, (electric) 9; gauge, 4 ft. 8½ in.; 18 motor cars, of which 10 are open and 8 closed cars; 1100 H. P. station plant; Gen. Elec. and West. dynamos and motors, Russell and Cooper engines, Stirling boilers.

OFFICERS.—Pres. J. C. Schaffer (Marquette Bldg., Chicago), V. Pres. & Gen. Man. F. S. Mordaunt, Sec. M. J. Mulvihill, Treas. B. W. Griffith.

GENERAL OFFICE, Vicksburg, Miss.

Date of information, Mar., 1900. z

VINCENNES, IND.

Population in 1880, 7,680, in 1890, 9,853, in 1898 (local estimates), 14,000.

Vincennes Citizens' Street Railway Co.

CAPITAL STOCK, authorized and issued, $15,050.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $100,000, outstanding, $50,000; dated 1891, due Oct. 1, 1911; int. payable May and Nov., at office of Central Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 40 lb. and 55 lb. T and girder rail; 2 horses, 16 cars, of which 6 are motor cars and 10 trail cars; West. engines, West. dynamos and motors. Brownell, Calumet and Ellis cars.

OFFICERS.—Pres. B. G. Hudnut, Sec. C. A. Gordon, Supt. T. P. Agnew.

GENERAL OFFICE, 29 Fair Ground Ave.

Date of information, Dec., 1899. z

WACO, TEX.

Population in 1880, 7,295, in 1890, 14,445.

Citizens' Railway Co.—On May 7, 1895, this company bought the street railway plant of the Waco Electric Ry. & Light Co. at foreclosure sale.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $350,000; dated Oct. 1, 1890, due 1910; int. payable Apr. and Oct., at office of St. Louis Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 18.9; gauge, 4 ft. 8½ in.; 30 lb. 40 lb. and 45 lb. girder and T rail; 18 motor cars; Hamilton engines, Gen. Elec. and West. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Treas. & Gen. Man. H. C. Scott, Sec. & Pur. Agt. T. H. Stuart, Supt. B. B. Reagan, Elecn. Lee Davis, Ch. Engr. of Power Station L. Dent.

GENERAL OFFICE, 124-128 North 4th St.

Date of information, Dec., 1897. d

WAKEFIELD, MASS.

Population of Wakefield and Stoneham in 1880, 10,437, in 1890, 13,137, in 1895, 14,587.

Wakefield & Stoneham Street Railway Co.—Chartered May, 1892. Annual meeting in Oct. This road runs from Wakefield to Melrose, Stoneham, Lynn and Reading. In Feb., 1900, the Reading & Lowell, the Salem & Wakefield, the Woburn & Reading, and the Mystic Valley St. Ry. Cos. were consolidated with this company, which has since then been merged into the Lynn & Boston Street Ry. Co., the capital stock of all these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized, $250,000, issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $250,000, issued, $150,000; coupon, but may be registered; dated Mar. 1, 1895, due 1915; denom. $1,000; int. payable Mar. and Sept. at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts.....	$52,548	$58,213	$58,225	$62,063	$63,839
Operating expenses.....	33,368	36,510	34,961	35,917	53,875
Earnings from operation.	19,180	21,702	23,264	26,146	9,964
Deductions from earnings	2,418				
Interest	6,643	8,925	10,948	11,876	12,855
Taxes	1,435	2,568	2,681	2,467	3,466
Other deductions....				300	
Net income.....	11,102	10,210	9,634	11,503	*6,357
Dividends paid.....	9,000	9,000	7,500	7,500	
To surplus account.....	2,102	1,210	2,134	4,003	
Total surplus account....	6,193	1,878	4,012	4,584	*3,624

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 6,195	$ 6,549	$ 7,914	$ 7,655	$10,234
Maint. of way and bldgs.	1,107	3,021	2,959	4,386	13,689
" " equipment	3,681	3,449	3,809	4,826	3,978
Transportation expenses.	22,385	23,491	20,279	19,050	25,974
Total	$33,368	$36,510	$34,961	$35,917	$43,875

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	1,059,139	1,309,421	1,163,303	1,129,681	1,255,863
Car miles run	267,477	335,780	363,166	374,431	384,950
Gross rec's per car mile	$.196	$.173	$.160	$.166	$.166
Op. exp'es per car mile	.125	.109	.096	.096	.140

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$184,246	$189,204	$192,595	$199,064	$199,648
" equipment	62,767	67,153	67,069	67,400	70,875
Cash and current assets	1,122	11,974	9,871	12,666	11,543
Pwr.st'tn,l'nd and bldgs	76,031	79,830	105,210	105,321	105,321
Other assets	1,600	2,300	2,748	2,698	2,769
Profit and loss (deficit)					3,624
Total	$325,770	$350,460	$377,493	$387,149	$393,780
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt	52,000	150,000	150,000	150,000	150,000
Bills payable	117,577	48,582	73,481	82,565	92,529
Accrued liabilites					1,251
Profit and loss (surplus)	6,193	1,878	4,012	4,584	
Total	$325,770	$350,460	$377,493	$387,149	$393,780

PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 50 lb. T rail; 22 motor cars; McI. & S. engines, Gen. Elec. and West. dynamos and motors, Jones and Newburyport cars.

OFFICERS.—Pres. C. F. Woodward, Sec. Edwin L. Stone, Treas. Chas. Williams, Supt. Chas. F. Heath, Elecn. Walter L. Ranson.

DIRECTORS.—Chas. F. Woodward, Ezra M. Southworth, Elwin C. Foster, Chas. Williams, Patrick F. Sullivan, Jos. H. Goodspeed.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

REFERENCE.—Increase of stock, Vol. IX, Sept., '93, p. 616; operating detail, Vol. XIV, Sept., 98, p. 482; operating detail, Vol. XIV, Sept., '98, p. 489; cost of electric power generation, Vol. XIV, Sept., '98, p. 492.

Date of information, Dec., 1899. b

WALTHAM, MASS.

Waltham, Ayer & Pepperell Street Railway Co.—This company has been fully organized, and has secured some rights of way, and it is understood that surveys are to be made without delay in order that construction work may be commenced. The road is to connect Lexington, Waltham, Bedford, the Actons, Littleton, Ayer, Groton, Pepperell and Hollis.

OFFICERS.—Pres. F. S. Arnold, V. Pres. Arnold Blaser, Sec. H. F. Downs, Treas. W. F. Freeman.

GENERAL OFFICE, 420 Exchange Bldg., Boston, Mass.

Date of information, Mar., 1900. z

WARREN, O.

Population in 1880, 4,428, in 1890, 5,973.

Trumbull Electric Railroad Co.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT, issued, $23,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 66 lb. and 70 lb. T and girder rail; 8 cars, of which 6 are motor cars and 2 trail cars; Phœnix Iron Works engines, Gen. Elec. dynamos and motors, Brill and Ellis cars.

OFFICERS.—Pres. J. W. Packard, V. Pres. A. R. Silliman, Sec. E. D. Kennedy, Treas. & Gen. Man. A. A. Anderson.

DIRECTORS.—H. C. Christy, J. L. Athey, Cleveland, O.; A. A. Anderson, Youngstown, O.; J. N. Butler, A. R. Silliman, J. W. Packard, Wm. Wallace, E. D. Kennedy, A. B. Camp, Warren, O.

Date of information, Mar., 1899. d

WARREN, PA.

Population in 1880, 2,810, in 1890, 4,332.

Warren Street Railway Co.—Chartered Mar. 14, 1889. This company commenced operation July 1, 1893. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $50,000, issued, $35,000.

FUNDED DEBT.—First mortgage, 6 p. c. $50,000; int. payable Apr. and Oct. at office of the company, Warren, Pa.; trustee of mortgage, Warren National Bank.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Total receipts	$14,336	$19,324	$17,607	$ 22,755	$ 26,562
Operating expenses	9,149	12,779	12,316	17,359	20,797
Earnings from opert'n.	6,187	6,545	5,291	5,396	5,765
Deduct. from earnings.					
Int. on funded debt.			1,232	2,358	
Taxes			24		2,571
Other deductions					4,152
Net income			4,035	3,038	*958

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$21,502	$27,877	$45,564	$ 67,433	$ 69,266
" equipment	11,175	15,930	19,885	24,872	25,500
Cash assets	135	449	1,056	578	564
Car house and fixtures.	1,267				
Unpaid capital stock			20,500	15,200	15,000
Other assets	750	523	810	437	
Profit and loss (deficit).	5,928				958
Total	$40,756	$44,778	$87,815	$108,520	$111,288
LIABILITIES.					
Capital stock	$25,000	$25,000	$50,000	$ 50,000	$ 50,000
Funded debt		18,000	23,000	50,000	50,000
Bills & acc. payable	15,756	794	10,696	3,142	9,100
Accrued interest				2,358	625
Sundries					1,563
Profit and loss (surplus)		984	4,119	3,020	
Total	$40,756	$44,778	$87,815	$108,520	$111,288

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 45 lb. T and 66 lb. girder rail; 12 cars, of which 10 are motor cars and 2 trail cars; West. dynamos and motors, New Castle and Brill cars; rent power.

OFFICERS.—Pres. Man. Supt. & Pur. Agt. D. H. Siggins, Sec. Jas. D. Woodard, Treas. H. A. Siggins, Elecn. C. H. Monroe, Ch. Engr. D. F. A. Wheelock.

DIRECTORS.—D. H. Siggins, W. R. Tavery, John Hepburn, J. D. Woodward, H. A. Siggins.

GENERAL OFFICE, 101 Liberty St., Warren, Pa.

Date of information, July, 1899. b

WASHINGTON, D. C.

Population in 1880, 147,293, in 1890, 188,932. The population of the remainder of the District of Columbia in 1880 was 30,331, and in 1890, 41,460. The total present population of the city and suburbs is approximately 280,000.

Washington Traction & Electric Co.—This company was organized in Apr., 1899, and now controls the principal street railways in Washington, and also controls the United States Electric Lighting Co. and the Potomac Electric Power Co., the latter being the only two authorized companies operating in Washington.

Capital Stock, authorized, $12,000,000, issued, $11,200,000; par value, $100 per share.

Funded Debt.—First mortgage collateral trust 4½ p. c. gold bonds, authorized, $20,000,000, issued, $13,325,000; held in escrow, $6,675,000 (see note); dated June 1, 1899, due 1949; int. payable, June and Dec., at office of United States Mortgage & Trust Co., of New York City, trustee of mortgage.

Note.—$6,675,000 of these bonds are held to retire outstanding bonds of constituent companies. Bonds may be redeemed at 107½ and accrued interest on five months' notice.

The street railway companies controlled, with their mileage, their total outstanding capital stock, and the amount acquired by this company in each instance are here given:

	Mileage.	Capital Stock.	Total Shares.	Shares Acquired.
Anacostia & Potomac River Ry. Co.	27.75	$2,000,000	40,000	39,865
Brightwood Ry. Co.	11.90	108,550	2,171	2,164
Capital Ry. Co.	1.32	100,000	2,000	1,988
City & Suburban Ry. Co	31.80	1,750,000	35,000	30,602
Columbia Ry. Co.	13.88	400,000	8,000	8,000
Georgetown & Tenalleytown Ry. Co	8.80	200,000	4,000	3,082
Metropolitan R. R.	22.67	997,750	19,955	18,556
Washington & Glen Echo R.R. Co.	7.57	200,000	4,000	3,902
Washington & Great Falls Elec. Ry. Co.	13.62	86,800	868	866
Washington & Rockville Ry. Co.	10.11	50,000	1,000	1,000
Washington, Woodside & Forest Glen Ry. & Power Co.	2.00	25,000	1,000	985
Total, Street Rys.	152.32	$5,918,100	117,994	111,010
United States Electric Lighting Co.		1,095,400	10,954	10,668
Potomac Electric Power Co.		1,000,000	10,000	10,000
Total, all companies		$8,013,500	138,948	131,678

This company has converted all of the urban street railways to the underground electric traction system.

Please note date of information at end of each report.

Officers.—Pres. George Truesdell, V. Pres. Charles A. Lieb, Sec. James B. Lackey, Treas. H. D. Mirick, Comptroller, Wm. F. Ham.

General Office, 902 F St., N. W., Washington, D. C.

Reference.—New officers, Vol. XV, Aug., '99, p. 548.

Date of information, Mar., 1900. z

For map of system see inset between pages 272 and 273.

Anacostia & Potomac River Railway Co.—Chartered Feb. 18, 1875. Annual meeting second Monday in Jan. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by a syndicate which proposes to consolidate all the street railway, gas and electric lighting properties in the city of Washington.

Capital Stock, authorized and issued, $2,000,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued, $2,250,000; coupon, but may be registered; dated Apr. 1, 1899; due 1949, but redeemable at company's option; denom. $1,000; int. payable Apr. and Oct., at the office of Baltimore Trust & Guarantee Co., Baltimore, Md., trustee of mortgage.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Receipts from pass....	$53,667	$45,905	$45,439	$46,392	$32,079
" other sources..	1,016	1,707	791	443	664
" total.....	54,683	47,612	46,230	46,834	32,743
Op. exp. (includ'g taxes and ins.).....	63,008	62,888	46,259	39,888	31,850
Deficit from operation..	8,325	15,279	29	*6,946	893
Deductions from earnings.					
Interest.....	13,167	19,401		20,621	420
Total deficit.....	21,492	34,677		13,675	

*Surplus.

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1896.	1897.	1898.
Passengers carried.....	1,127,568	1,166,068	756,200
Car miles run.....	536,060	534,591	452,940
Total receipts per car mile.....	$.086	$.088	$.072
Operating expenses per car mile.....	.087	.075	.069

Plant and Equipment.—Miles of track 27.75; gauge, 4 ft. 8½ in.; 62 to 83 lb. grooved girder rail; 193 horses, 39 cars.

Officers.—Pres. Geo. Truesdell, Sec. Jas. B. Lackey, Treas. T. F. Alvey.

Date of information, Feb., 1900. z

Baltimore & Washington Transit Co.—This company operates an electric railway from Takoma to Glen Sligo, about 2 miles, and enters Washington, where city transfers are given, on the tracks of the Brightwood Electric Ry., by traffic agreement. An extension to Sandy Spring, Md., 14 miles, is proposed.

Capital Stock, authorized and issued, $100,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $50,000 (see note); int. payable at office of Guardian Security Trust & Deposit Co., of Baltimore, Md., trustee of mortgage.

Note.—Further issue of these bonds can only be made on completion of extensions or double tracking.

Officers.—Pres. T. Wm. Harris, 1335 F St., Washington, D. C., V. Pres. A. W. Williams, Baltimore, Sec. & Treas. Joseph A. Gilpin, Baltimore.

General Office, 1335 F St., Washington, D. C.

Date of information, Feb., 1900. x

Brightwood Railway Co.—Chartered Oct. 18, 1888. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized, $200,000, issued, $108,500; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $250,000; dated Oct. 1, 1892, due 1912; coupon, but may be registered; denom. $1,000; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

General mortgage 6 p. c. bonds, authorized and issued, $100,000; dated May 1, 1893, due 1913; int. payable May and Nov. at office of Central Trust Co., of New York, trustee of mortgage.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Total receipts.....	$51,041	$51,137	$53,862	$51,080	$55,935
Op. exp. (taxes and int.).	67,643	59,583	64,385	42,613	47,565
Deficit for year.....	16,602	8,446	10,523	*8,467	*8,370
Loss by fire.....		10,973			
Total deficit for year....	16,602	19,419	10,523		

*Surplus.

Plant and Equipment.—Miles of track (electric), 11.9; gauge, 4 ft. 8½ in.; 70 lb. T and 83 lb. girder rail; 30 cars; Clark Bros. engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

Officers.—Pres. Geo. Truesdell, Sec. Jas. B. Lackey, Treas. T. F. Alvey.

Date of information, Feb., 1900. z

Capital Traction Co.—Chartered in Sept., 1895, as a consolidation of the Washington & Georgetown R. R. Co. and the Rock Creek Ry. Co., of the District of Columbia. Annual meeting second Wednesday in Jan.

Capital Stock, authorized and issued, $12,000,000; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. bonds, authorized, $1,500,000; issued, $1,080,000 (see note); dated Apr. 1, 1900, due 1920; int. payable Apr. and Oct.

Note.—These bonds will be issued to cancel a prior mortgage which was held and to pay $80,000 of floating indebtedness. $420,000 of this issue will be held in treasury for future uses.

Operation.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.
Receipts from passengers....$1,045,510	$1,000,822	$876,211	$932,170	
" other sources.....	18,257	33,636	32,629	61,007
" total.....	1,063,767	1,034,458	908,839	993,177
Operating expenses.....	634,013	656,254	*706,797	*679,137
Earnings from operation....	429,754	378,204	202,043	314,040
Deductions from earnings.				
Interest.....	160,916			
Net income.....	268,838		202,043	314,040
Dividends paid.....	194,577	419,873	209,958	269,961
To sur.acct.(cash&per'n imp.)	74,261			

*Including fixed charges.

Plant and Equipment.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 50 lb. and 95 lb. rail; 410 passenger cars, Gen. Elec. dynamos, Gen. Elec. and West. motors, Stephenson and American cars, Baltimore and Peckham trucks.

Officers.—Pres. G. T. Dunlop, V. Pres. C. C. Glover, Sec. & Treas. C. M. Koones, Supt. & Ch. Engr. D. S. Carll, Ch. Engr. of Power Station H. P. Clark.

Directors.—Henry Hurt, C. C. Glover, G. T. Dunlop, J. G. Parke, Maurice J. Adler, Wm. Manice, Edw. Stellwagen.

General Office, 36th & M Sts., Washington.

References.—Financial standing (brief), Vol. XII, Oct., '96, p. 608; description of road, Vol. XIV, Jan., '98, p. 37 (ill.); description of power plant, Vol. XV, Jan., '99, p. 9.

Date of information, Feb., 1900. x

City & Suburban Railway of Washington.—This company is a consolidation in July, 1898, of the Eckington & Soldiers' Home Ry. Co. and the Maryland & Washington Ry. Co. Annual meeting second Wednesday in Jan. A controlling interest in the capital stock of this company is owned by the Washington Traction & Electric Co.

Capital Stock, authorized and issued, $1,750,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds; authorized and issued, $1,750,000, coupon, but may be registered; dated Aug. 1, 1898; due 1948; denom. $1,000; int. payable Feb. and Aug. at office of Baltimore Trust & Guarantee Co., of Baltimore, Md., trustee of mortgage.

Operation.—Four months ending Dec. 31st, 1898.

Receipts from passengers.....	$26,540
" " other sources.....	1,444
" total.....	27,984
Operating expenses.....	26,675
Earnings from operation.....	1,309

Plant and Equipment.—Miles of track, 31.8; gauge, 4 ft. 8½ in.; 80 lb. and 95 lb. girder rail; 57 cars; Gen. Elec. and West. dynamos and motors, Brill, Robinson, Laclede and Stephenson cars; power rented.

Officers.—Pres. Geo. Truesdell, Sec. Jas. B. Lackey, Treas. T. F. Alvey.

References.—Description of road, Vol. VI, July, '90, p. 326 (ill.); Vol. X, Dec., '94, p. 761 (ill.); compressed air motor, Vol. XIII, Mar., '97, p. 317; consolidation, Vol. XIV, Apr., '98, p. 84.

Date of information, Feb., 1900. z

Columbia Railway Co.—Chartered May 25, 1871. Annual meeting second Tuesday in Mar. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized and issued, $400,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized and issued, $500,000; dated Oct. 1, 1894, due 1914; denom. $500 and $1,000; int. payable Apr. and Oct., at office of Nat'l Bank of the Republic; trustee of mortgage, American Security & Trust Co., of Washington.

Second mortgage 5 p. c. gold bonds, authorized, $500,000; issued, $400,000; dated Oct. 1, 1898, due 1914; int. payable Apr. and Oct. at office of American Security & Trust Co., of Washington, trustee of mortgage.

Operation.—Year ending Mar. 1,

	1895.	1896.	1897.	1898.	1899.
Receipts from pass....	$110,299	$134,030	$148,230	$161,372	$170,201
" other sources.	827	582	1,040	1,125	1,196
" total.....	111,126	134,562	149,270	162,497	171,397
Operating expenses....	79,535	78,027	88,308	80,180	80,007
Earnings from oper...	31,591	56,535	60,962	82,317	91,390
Deductions from earnings.					
Interest.....	1,569	30,458	31,084	30,636	30,000
Taxes.....	4,473	4,802	4,483	5,941	7,386
Net income.....	25,549	21,275	25,395	45,740	54,004
Dividends paid.....	24,000	20,000	22,000	24,000	24,000
To surplus account....	1,549	1,275	3,395	21,740	

Balance Sheet.—Dated Mar. 1,

ASSETS.	1896.	1897.	1898.
Cost of cable plant.....	$483,709	$488,264	$489,726
Real estate.....	425,715	425,633	425,532
Cash	23,806	20,612	17,219
Material and supplies.....		1,966	6,906
Construction account, new road.....			475
Total.....	$933,230	$936,475	$939,859
LIABILITIES.			
Capital stock.....	$400,000	$400,000	$400,000
Funded debt.....	500,000	500,000	500,000
Bills payable.....	25,000	18,000	
Tickets outstanding.....	4,294	4,352	4,338
Undivided profits.....	3,936	7,331	35,070
Other liabilities.....		6,792	451
Total.....	$933,230	$936,475	$939,859

Dividends.—From 1889 to 1894, 6 p. c. per annum; in 1895, 5 p. c.; in 1896, 5½ p. c.; in 1897 and 1898, 6 p. c.

Plant and Equipment.—Miles of track, 13.88; gauge, 4 ft. 8½ in.; 86 lb. girder rail; 53 cars; 2,225 H. P. engines, Allis engines, C. & Z. boilers, Stephenson cars and trucks.

Officers.—Pres. Geo. Truesdell, Sec. Jas. B. Lackey, Treas. T. F. Alvey.

Directors.—Geo. Truesdell, J. W. Young, O. T. Crosby, F. C. Stevens, H. D. Mirick, C. A. Lieb, G. W. Bacon.

References.—Description of road, Vol. X, Sept., '94, p. 557; Vol. X, Dec., '94, p. 759 (ill.).

Date of information, Feb., 1900. z

Georgetown & Tenalleytown Railway Co.—Chartered Aug. 10, 1888. Annual meeting second Wednesday in Jan. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Cap tal Stock, authorized and issued, $200,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $70,000; coupon, but may be registered; dated Feb. 1, 1894, due, 1904; denom. $500; int. payable Feb. and Aug., at office of American Security & Trust Co., of Washington, trustee of mortgage.

Second mortgage 6 p. c. bonds, $30,000; dated Feb. 1, 1896, due 1904; int. payable Feb. and Aug. at office of American Security & Trust Co., of Washington trustee of mortgage.

Operation.—Year ending Dec. 31, 1898.

Receipts from passengers.....	$22,627
" " other sources.....	1,598
" total.....	24,225
Operating expenses.....	20,698
Earnings from operation.....	3,527
Deductions from earnings.	
Interest.....	6,355
Taxes.....	1,128
Deficit.....	3,966

Plant and Equipment.—Miles of track (electric), 8.8; gauge, 4 ft. 8½ in.; 70 lb. T and 60 to 83 lb. girder rail; 6 motor cars; Frick engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Jones, Gilbert and Stephenson cars, Brill, Gilbert and Peckham trucks.

Officers.—Pres. Geo. Truesdell, Sec. Jas. B. Lackey, Treas. T. F. Alvey.

Reference.—Operating detail and annual report, Vol. IX, Sept., 93, p. 617.

Date of information, Feb., 1900. z

Metropolitan Railroad Co.—Chartered July 1, 1864. Annual meeting second Wednesday in July. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized, $1,000,000; issued, $997,750; par value, $50 per share. Dividends payable quarterly, Feb., May, Aug., Nov.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, and issued, $1,850,000; coupon, but may be registered; dated Feb. 1, 1895, due 1925; int. payable Feb. and Aug., at office of Baltimore Trust & Guarantee Co., of Baltimore, trustee of mortgage.

Collateral trust 6 p. c. bonds, authorized, $1,000,000; outstanding, $1,000; dated Dec. 9, 1892, due July 1, 1901; int. payable Jan. and July, at National Bank of the Republic; trustees, Charles S. Bradley and Nathaniel Wilson. These bonds are secured by deposit of a part of the capital stock with the trustees, and are convertible into stock at option of holder.

6 p. c. certificates of indebtedness, issued, $250,000; dated 1896, due Oct. 1, 1906; int. payable Apr. and Oct. These certificates were issued for the purpose of completing the conduit electric system.

6 p. c. certificates of indebtedness, issued, $250,000; dated 1897, due 1907; int. payable June and Dec. These certificates were issued for the purpose of increasing power plants, and paying for Columbia Road extension.

Note.—The first mortgage bonds were authorized by act of Congress for the purpose of changing the motive power from horses to electricity, and can be used for no other purpose. The bonds are secured by a mortgage on the entire property of the company, including a first mortgage upon real estate valued at $700,000. It is stated that an additional security behind the bonds is the liability of the stockholders to an assessment of $20 per share not yet paid in on the capital stock, and to a further assessment of 100 p. c. of the stock holdings according to the terms of the company's charter.

By the provisions of the mortgage deed, all real estate not needed by the company may be sold, and the proceeds passed to a sinking fund, to which is also to be passed surplus earnings up to $25,000. After 10 p. c. has been paid on the capital stock, the first mortgage bonds may be purchased for the sinking fund at not over 110 and interest.

Operation.—In the following report, the item of total receipts covers receipts from every source, including assessments on capital stock, receipts from sale of certificates of indebtedness and balance from the previous year. The item of operating expenses covers total expenses of every kind, including taxes and interest, but not dividends. This report does not, therefore, give a strictly correct idea of the earning power of the road.

Year ending	June 30, 1894.	June 30, 1895.	June 30, 1896.	Dec. 31, 1897.	Dec. 31, 1898.
Total receipts.....	$347,243	$326,130	$549,767	$1,101,937	$836,819
Operating exp....	323,766	336,914	501,140	899,652	653,614
Net income.....	23,477	*10,784	48,627	202,285	183,205
Dividends paid....	58,601	29,119		76,581	74,930
Surplus	*35,124	*39,903		125,704	108,285

*Deficit.

Dividends, 9.9 p. c. per annum.

Plant and Equipment.—Miles of track (electric conduit system), 22.67; gauge, 4 ft. 8½ in.; 83 lb. grooved rail; 310 cars; Providence and McIntosh & Seymour engines, American and Brill cars.

Officers.—Pres. Geo. Truesdell, Sec. Jas. B. Lackey, Treas. T. F. Alvey.

References.—Description of road, Vol. VI, July, '90, p. 326; Vol. X, Dec., '94, p. 761; (brief), Vol. VII, Dec., '91, p. 658; description of strike, Vol. XI, Jan., '95, p. 32; description of conduit, Vol. XI, Jan., '95, p. 45; increase of bonds, Vol. X, Nov., '94, p. 754; Vol. X, Dec., '94, p. 814; Vol. XI, Feb., '95, p. 125; description of electric conduit, Vol XI, Aug., '95, p. 530 (ill.); operating detail, Vol. XII, Feb., 96, p. 99; wheel grinding machine (brief), Vol. XII, May, '96, p. 290 (ill.); electric conduit construction, Vol. XII, May, '96, p. 299 (ill.); operating detail (brief), Vol. XII, Dec., '96, p. 762 (ill.).

Date of information, Feb., 1900. z

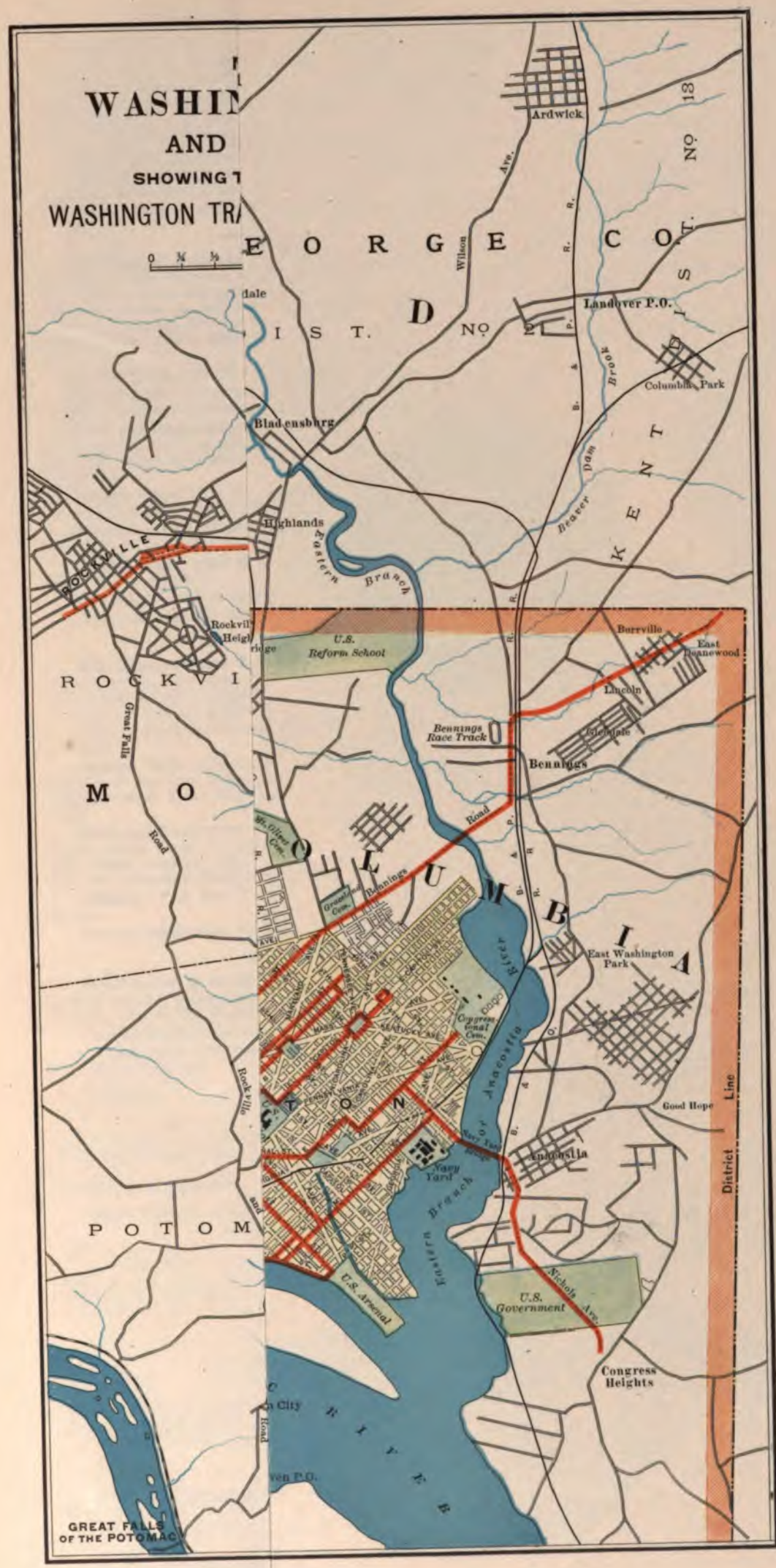
Washington, Alexandria & Mt. Vernon Railway Co.

Capital Stock, $1,000,000.

Funded Debt.—First mortgage 5 p c gold bonds, authorized, $750,000, issued, $700,000; dated Aug 1, 1895, due 1925; int payable at office of Real Estate Trust, of Philadelphia, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 21; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T, 80 lb. grooved and 90 lb. girder rail; 32 cars, of which 15 are motor cars, 13 trail cars, and 4 freight cars; 2,000 H. P. station plant, Providence engines, Gen. Elec. dynamos and motors, Brill and own cars.

Please note date of information at end of each report.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U.S. Reform School
Burrville
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Bennings
Great Falls
Road
M O
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East Washington Park
Congressional Cem.
Good Hope
Anacostia
Navy Yard
Eastern Branch
U.S. Arsenal
U.S. Government
Congress Heights
District Line
POTOM
R I V E R
GREAT FALLS
OF THE POTOMAC

Officers.—Pres. G. E. Abbot, Sec. & Registrar F. K. Hipple, Treas, J. K. Swartz, Special Agt, G. F. Phillips, Supt. J. Colvin.

Directors.—G. E. Abbot, Park Agnew, Geo. F. Huff, D. C. Leech, J. S. Swartz, F. Mertens, S. Rea, J. Cassels, J. Crawford.

General Office, 13½ St. and Pennsylvania Ave., Washington.

References.—Description of road, Vol XII, May, '96, p. 301; description of road (ill.), Vol. XII, Jan., 97, p. 1.

Date of information, Feb., 1900. x

Washington, Arlington & Falls Church Railway Co.—Chartered 1896, as the successor to the Washington & Arlington Ry. Co. This company owns and operates an electric railway running from the south end of the Aqueduct Bridge, in Washington, to Ft. Meyer, Arlington National Cemetery and Columbia Station, a distance of 3.2 miles; also to Falls Church, Va. (via Ballston), a distance of 6½ miles.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; int. payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 56 lb. T rail; 14 cars, of which 9 are motor cars and 5 trail cars; Gen. Elec. dynamos and motors, Brill and Stephenson cars; rent power.

Officers.—Pres. C. S. Hinchman, V. Pres. F. B. Hubbell, Sec. Treas. & Gen. Man. R. H. Phillips, Elecn. H. D. Crocker.

Directors.—C. S. Hinchman, J. L. Woodbridge, R. H. Phillips, Wm. C. Arrison, Walter Hinchman.

General Office, 3342 M St., Washington, D. C.; Philadelphia Office, 208 So. 4th St.

Reference.—Annual report, Vol. IX, Mar., '93, p. 198.

Date of information, Feb., 1900. x

Washington & Glen Echo Railroad Co.—This is the successor (in 1896) to the Glen Echo R. R. Co. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized and issued, $250,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; denom. $1,000; int. payable at office of Washington Loan & Trust Co., of Washington, D. C., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 7.57; gauge, 4 ft. 8½ in.; 60 lb. T rail; 17 cars, of which 15 are motor cars and 2 trail cars; West. engines, Gen, Elec. and West. dynamos and motors, Brill and Jackson & Sharp cars.

Officers.—Pres. Geo. Truesdell, Sec. Jas. B. Lackey, Treas. T. F. Alvey.

Date of information, Mar., 1900. z

Washington & Great Falls Electric Railway Co.—A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized, $150,000; issued, $86,800.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $500,000, issued, $400,000.

Operation.—

	3¼ mons. Dec. 31, 1895.	Dec. 31, 1896.	Dec. 31, 1897.	Dec. 31, 1898.
Gross receipts	$1,488	$24,462	$49,734	$40,903
Operating and gen. exp.	1,278	13,692		21,297
Earnings from operation	210	10,770		19,606

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897.	1898.
Cost of road	$464,153	$492,205
" " equipment	31,554	34,941
Cash	2,912	2,550
Material and supplies	570	819
Other assets	546	873
Total	$499,738	$531,388
LIABILITIES.		
Capital stock	$ 86,800	$ 86,800
Funded debt	382,000	400,000
Bills and accounts payable	11,232	6,864
Profit and loss (surplus)	19,706	37,330
Unredeemed tickets		394
Total	$499,738	$531,388

Plant and Equipment.—Miles of track (electric), 13.62; 22 cars, of which 13 are motor cars and 9 trail cars.

Officers.—Pres. Geo. Truesdell, Sec. Jas. B. Lackey, Treas. T. F. Alvey.

Date of information, Mar., 1900. z

NEW CORPORATIONS.

Washington & Rockville Railway Co.—A controlling interest in the capital stock of this company was purchased Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized, $300,000, issued, $50,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, issued, $45,000.

Plant and Equipment.—Miles of track (electric), 10.11; gauge, 4 ft. 8½ in.; 70 lb. T rail.

Officers.—Pres. Geo. Truesdell, Sec. Jas. B. Lackey, Treas. T. F. Alvey.

Date of information, Feb., 1900. z

Washington, Woodside & Forest Glen Railway Co.—A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Traction & Electric Co.

Capital Stock, authorized, $25,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $40,000.

Officers.—Pres. Geo. Truesdell, Sec. Jas. B. Lackey, Treas. T. F. Alvey.

Date of information, Feb., 1900. z

Washington & University Street Railroad Co.—Chartered July 8, 1898. Annual meeting second Tuesday in Jan.

Capital Stock.—Authorized, $175,000, issued, $5,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds; authorized, $170,000, issued, $140,000; dated Apr., 1899; due 1929; denom. $100, $300, $500 and $1,000; int. payable at offices of Washington Loan & Trust Co., of Washington, D. C., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in., 60 lb. T rail; 6 motor cars.

Officers.—Pres. F. C. Kennedy, V. Pres. A. Wood, Treas. & Gen. Man. J. D. Croissant, Sec. G. O. Ferguson.

Directors.—F. C. Kennedy, J. D. Croissant, G. O. Ferguson, G. W. Rickett.

General Office.—821 N. C. Ave., Washington, D. C.

Date of information, Feb., 1900. x

WASHINGTON, IND.

Washington Street Railway Co.—Chartered July, 1894; municipal franchises granted in May, 1894, expire in May, 1934. The company was reorganized in Mar., 1896, and commenced operating by electricity in July, 1896. In Dec., 1898, this road was purchased by Z. F. Graham at Sheriff's sale.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in ; 35 lb. T rail; 8 cars, of which 6 are motor cars and 2 trail cars; Lane & Bodley engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Owner & Gen. Man. Z. F. Graham, Elecn. F. L. Cadon.

GENERAL OFFICE, Washington, Ind.

Date of information, Jan., 1900. x

WASHINGTON, PA.

Population in 1880, 4,292, in 1890, 7,063.

Washington Electric Street Railway Co.—Chartered June 17, 1889. On Sept. 17, 1895, the Washington & Tylerdale Street Ry. Co. was consolidated with this company.

CAPITAL STOCK, authorized and issued, $125,000; par value, $50 per share.

FUNDED DEBT.—Authorized and issued, $125,000.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$2,225	$19,213	$25,099	$27,701	26,656
Operating expenses	5,732	12,684	15,880	18,474	16,541
Earnings from operation	*3,507	6,529	9,219	9,227	10,115
Interest					6,250
Net income					3,865

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction	$44,403	$ 91,212	$ 91,252	$229,028	$229,028
Equipment	20,931	37,122	35,654	35,654	35,654
Cash	184	2,074	76	.331	1,095
Open accounts		3,923	16,980	8,211	10,595
Materials and sup.				1,754	2,214
Machinery & tools.				3,401	3,350
Total	$65,517	$134,330	$143,962	$278,379	$281,936

Please note date of information at end of each report.

LIABILITIES.

Capital stock.....	$60,000	$125,000	$125,000	$125,000	$125.000
Funded debt.....				125,000	125,000
Accounts payable..		1,584	3,211	3,402	3,094
Profit & loss (surp.)	5,517	7.746	15,751	24,977	28,842
Total	$65,517	$134,330	$143,962	$278,379	281,936

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 5 ft. 2½ in.; 48 lb. and 52 lb. rail; 12 motor cars; Gen. Elec. and West. dynamos and motors, Brill and New Castle cars.

OFFICERS.—Pres. F. J. Torrance, Sec. A. Kennedy, Treas. DeWitt Dilworth, Supt. Jas. Kent.

DIRECTORS.—T. B. Hutchinson, DeWitt Dilworth, Pittsburgh; A. Kennedy, F.J. Torrance, Allegheny, Pa.

Date of information, Mar., 1900. b z

WATERBURY, CONN.

Population in 1880, 17,806, in 1890, 28,646, in 1893 (local estimates), 35,000.

Waterbury Traction Co.—This is a consolidation, in 1893, of the Connecticut Electric Co. and the Waterbury Horse R. R. Co. A special charter granted by the State of Connecticut gives the company the privilege of conducting both a railway and an electric lighting business. In June, 1899, the property and franchises of this company were purchased by the Connecticut Lighting & Power Co., of New Britain, Conn.

CAPITAL STOCK, authorized, $1,000,000, issued, $750,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $800,000, issued, $600,000, in treasury, $200,000; dated Nov. 1, 1893, due 1923, but subject to call at 104 and int. after Nov. 1, 1898; denom. $100, $500 and $1,000; int. payable May and Nov.; trustee of mortgage, Treasurer State of Connecticut.

NOTE.—The $200,000 bonds in treasury are to be reserved for future extensions, not to exceed 75 p. c. of actual cost of construction and equipment. The mortgage covers the entire plant, including the electric lighting system.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	9 mos. ending June 30, 1898.	Year ending June 30,* 1899.
Total receipts.....	$124,567	$137,273	$145,114	$117,470	$182,219
Operating expenses	75,949	72,278	86,150	67,907	105,351
Earns. from oper'n.	48,618	64,995	58,964	49,563	76,868
Deduct. from earn.					
Interest.....	21,475	21,250	15,552	11,599	15,375
Taxes.....	5,599	6,163	4,365	7,880	7,130
Net income.....	21,544	37,582	39,047	30,084	54,363
Dividends paid.....		3,000	12,000	9,000	25,499
To surplus account.		34,582	27,047	21,084	28,864
P.c.op.exp.to tot.rec.	60.9	52.6	59.4	57.8	57.8

* The figures for 1899 are those given by the Conn. Lighting & Power Co. (Waterbury division) for the operation of the plant perviously operated by the Waterbury Traction Co.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Passengers carried.....	2,823,684	3,068,524	2,515,116	3,897,112
Car miles run.....	490,056	543,824	535,431	642,836
Total receipts per car mile	$.280	$.267	$.269	$.283
Oper. exp. per car mile ..	.147	.158	.156	.163

BALANCE SHEET.—Dated

ASSETS.	Year ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Cost of road and equipt...	$ 830,434	$ 840,277	$ 838,207	$ 864,464
Cash assets.....	17,433	1,227	7,953	
Invest. Conn. Elec. Co. electric light plant	453,584	439,648	437,597	485,114
Materials on hand.....	12,569	13,011	14,378	20,115
Accounts receivable.....	21,085	15,528	8,167	27,903
Other assets.....	2,850	4,708	4,917	7,209
Total.....	$1,337,954	$1,314,399	$1,311,219	$1,404,805

LIABILITIES.				
Capital stock.....	$ 600,000	$ 600,000	$ 600,000	$ 750,000
Funded debt.....	600,000	600,000	600,000	600,000
Bills and accounts payable	10,335	20,099	40,350	36,716
Interest not due.....	12,500	12,500	5,000	5,000
Taxes not due.....	7,444	5,998	5,603	5,494
Other liabilities.....	477	797	797	
Profit and loss (surplus)..	107,198	75,005	59,469	7,595
Total.....	$1,337,954	$1,314,399	$1,311,219	$1,404,805

PLANT AND EQUIPMENT.—Miles of track (electric), 15.66; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T rail; 58 cars, of which 54 are motor cars and 4 trail cars; Dixon engines, Gen. Elec. dynamos and motors, Brill, L. & F., Newburyport and Stephenson cars.

OFFICERS.—Pres. R. A. C. Smith, Treas. A. M. Young, Sec. & Asst. Treas. H. G. Runkle, Gen. Man. J. E. Sewell.

DIRECTORS.—R. A. C. Smith, W. F. Sheehan, H. G. Runkle, 100 Broadway, N. Y. City; A. M. Young, Brantford, Conn.; P. H. Hampford, Brooklyn, N. Y.

GENERAL OFFICE, Waterbury, Conn.

Date of information, Dec., 1899. b x

WATERLOO, IA.

Population in 1880, 5,630, in 1890, 6,679, in 1895, 8,490, in 1898, 12,400.

Waterloo & Cedar Falls Rapid Transit Co.—Chartered in 1895. Municipal franchise granted in 1896. Annual meeting in Jan. In 1896 this company purchased the property of the Waterloo Street Ry. Co.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—First mortgage 6 p.c. coupon bonds, issued, $125,000; dated Feb. 1, 1899, due 1919; denom. $1,000; int. payable Feb. and Aug., at the office of Savings & Trust Co., of Cleveland, O.; trustee of mortgage, H. B. Allen.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 horses; 24 cars, of which 19 are motor cars and 5 trail cars; 1 dummy engine; West. and Fischer engines; West. and Triumph dynamos; West. motors, Pullman cars, McGuire and Peckham trucks.

OFFICERS.—Pres. & Gen. Man. L. S. Cass, V. Pres. & Treas. C. J. Fosselman, Sec. J. F. Cass, Supt. Frank McDonald, Ch. Engr. & M. Mech. John Faucett.

DIRECTORS.—J. F. Cass, C. J. Fosselman, Geo. C. Knoche, L. S. Cass.

GENERAL OFFICE, 615 Commercial St., Waterloo, Ia.

REFERENCE.—Description of road, Vol. XIV, Feb., '98, p. 73 (ill.).

Date of information, May, 1899. c d z

WATERLOO, ONT.

Population in 1890, 1,594, in 1900, 3,500. Berlin in 1900, 9,000.

Berlin & Waterloo Street Railway Co.

CAPITAL STOCK, authorized, $40,000, issued, $30,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $30,000; issued, $6,800; due 1908; denom., $100; int. payable Jan. 1 and July 1, at office of the company; trustee of mortgage, George Rumpel, Berlin, Ont.

OPERATION.—Year ending June 30, 1899.

Receipts from passengers.....	$11,877
" other sources.....	206
" total.....	12,083
Operating expenses including fixed charges	10,168
Net income.....	1,915
Dividends	1,200
Surplus.....	715

PLANT AND EQUIPMENT.—Miles of track (electric), 2.75; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 cars, of which 6 are motor cars and 3 trail cars; Wheelock engines, Gen. Elec. and West. dynamos and motors, Can. Gen. Elec. and Ottawa cars, Peckham trucks.

OFFICERS.—Pres. W. H. Breithaupt, V. Pres. A. L. Breithaupt, Sec. Alex. Millar, Treas. & Gen. Man. T. E. McLelan; power rented.

DIRECTORS.—W. H. Breithaupt, A. L. Breithaupt, T. E. McLelan, Alex. Millar, Geo. Bruce.

GENERAL OFFICE, Waterloo, Ont.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 51 (ill.).

Date of information, Feb., 1900. z

WATERTOWN, N. Y.

Population in 1880, 10,697, in 1890, 14,725.

Black River Traction Co.—Chartered Dec. 23, 1897. Annual meeting second Monday in Jan. This company is the successor to the Watertown & Brownsville Street R. R. Co., which was sold under foreclosure of mortgage in Dec., 1897.

CAPITAL STOCK, authorized and issued, $65,000.

FUNDED DEBT.—First mortgage, 5 p. c. bonds, authorized and issued, $55,000; dated Jan. 1, 1898, due 1918; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	†1898.	1899.
Gross receipts	$29,212	$24,979	$25,801	$12,287	$36,221
Operating expenses	24,835	22,261	24,190	9,956	25,037
Earnings from operation	4,377	2,718	1,611	2,331	11,184
Deductions from earnings.					
Interest	7,847		443	875	2,750
Taxes	636	588	640	47	816
Net income	*6,107	2,130	528	1,409	7,617
To surplus account		2,130	528		7,617
Total surplus account	8,851	10,981	11,510	1,409	9,026

*Deficit.

† Report of the Black River Traction Co., for six months ending June 30, 1898.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	†1898.	1899.
General expenses	$ 6,228	$ 6,118	$ 5,058	$ 2,550	$ 4,124
Transportation expenses	12,459	10,367	13,045	6,387	16,012
Maint. of way and bldgs.	3,488	2,008	2,918	291	2,828
" " equipment	2,661	3,769	3,169	728	2,069
Total	$24,835	$22,261	$24,190	$ 9,956	$25,037

STATISTICS OF TRAFFIC.

Year ending June 30,	1896.	1897.	†1898.	1899.
Revenue passengers carried	558,400	580,425	259,582	845,170
Transfer " "				94,963
Car miles run	328,500	319,375	137,604	316,700
Gross receipts per car mile	$.076	$.081	$.089	$.114
Operating expenses per car mile	.070	.076	.072	.079

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$225,542	$225,542	$120,132	$136,724
" equipment	50,329	50,329		
Stock of this company	15,400	15,400		
Bonds of this company	50,000	50,000		
Cash and current assets	7,425	11,853	2,464	4,134
Total	$348,696	$353,124	$122,596	$140,958
LIABILITIES.				
Capital stock	$100,000	$100,000	$ 65,000	$ 65,000
Funded debt	160,00	160,000	55,000	55 000
Loans	55,576	55,575	1,187	11,931
Accounts payable	15,639	15,639		
Receiver's certificates	6,500	10,400		
Profit and loss (surplus)	10,981	11,510	1,409	9,027
Total	$348,696	$353,124	$122,596	$140,958

PLANT AND EQUIPMENT.—Miles of track (electric), 7.35; gauge, 4 ft. 8½ in.; 56 lb. and 72 lb. girder and T rail; 26 cars, of which 18 are motor cars and 8 trail cars; 400 H. P. dynamos, Gen. Elec. and Steel dynamos and motors, Stephenson cars, Brill trucks, water power.

OFFICERS.—Pres. J. A. Lebkuecher, Sec. Geo. H. Walker, Treas. B. B. Taggert, Supt. S. R. Smith.

DIRECTORS.—Julius A. Lebkuecher, C. W. Riker, George Krementz, Newark, N. J.; G. H. Walker, B. B. Taggart, H. F. Inglehart, Watertown, N. Y.; B. Van Wagenen, South Orange, N. J.

GENERAL OFFICE, 172 Main St., Watertown, N. Y.

REFERENCE.—Description of car house, Vol. IX, Jan., '93, p. 1 (ill.).

Date of information, Dec., 1899. b

WATERVILLE, ME.

Population of Waterville and Fairfield in 1880, 7,716, in 1890, 10,617.

Waterville & Fairfield Railway & Light Co.—Chartered 1891. This is a consolidation of the Waterville & Fairfield R. R. Co., the Waterville Electric Light & Power Co. and the Fairfield Electric Light & Power Co. This company was being reorganized, and it was therefore impossible to give an operating report for the year 1897.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized $240,000, issued, Series A, 40,000, Series B, $157,500 (see note); in treasury, $2,000; dated 1897, due 1917; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Waterville & Fairfield R. R. Co.'s 6 p. c. bonds; outstanding $17,000, due 1909.

Waterville Electric Light & Power Co.'s 6 p. c. bonds; outstanding $22,500.

NOTE.—In Dec., 1897, the $200,000 of old 6 p. c. mortgage bonds were voluntarily surrendered, and the new bonds issued. In addition to the Series B issue, $89,500 are held by trustee to retire the underlying 6 p. c. bonds described above, which are a first lien upon the property; $1,000 are held by trustee to retire old Railway and Light bonds not presented for exchange.

OPERATION.—Year ending June 30,	1898.	1899 †.
Receipts from passengers	$20,133	$19,881
" " other railway sources	75	24,886
" total	20,208	44,747
Operating expenses	13,321	28,787
Earnings from operation	6,887	15,960
Deductions from earnings.		
Interest		12,660
Taxes		1,042
Net income		2,258
To surplus account		2,258
Total "		1,307

† Includes railway, light and power operation.

STATISTICS OF TRAFFIC.

Year ending June 30, 1899.	
Passengers carried	397.615
Car miles run	103,740
Total receipts per car mile	$.431
Operating expenses per car mile	.276

BALANCE SHEET, including lighting plant.—Dated June 30,

ASSETS.	1898.	1899.
Cost of road, equip., lighting plant, land, bldgs	$300,000	$249,756
Current assets	117,000	2,724
Suspense account		200,000
Total	$417,000	$452,480
LIABILITIES.		
Capital stock	$200,000	$200,000
Funded debt	217,000	237,000
Mortgage		4,730
Current liabilities		7,582
Accrued liabilities		1,859
Profit and loss (surplus)		1,307
	$417,000	$452,480

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 7 motor cars; 500 H. P. station plant (auxilliary); West. dynamos and motors; water power.

OFFICERS.—Pres. I. C. Libby, Treas. H. D. Bates, Gen. Man. W. S. Wyman.

DIRECTORS.—I. C. Libby, Waterville, Me.; Elias Milliken, Augusta, Me.; W. S. Spaulding, Henry R. Reed, Boston; Charles F. Woodward, Bangor, Me.

GENERAL OFFICE, Waterville, Me.

REFERENCE.—Annual report, Vol. IX, Dec., '93, p. 842.

Date of information, Mar., 1900. b z

WAUPACA, WIS.

Population in 1890, 2,127, in 1900, 3,000.

Waupaca & Chain o' Lakes Electric Ry.—This company commenced operation July 4, 1899.

OWNERS, W. B. Baker and Irving P. Lord.

REFERENCE.—Description of road (brief), Vol. XV, Aug. '99, p. 546.

Date of Information, July, 1899. x

WAVERLY, N. Y.

Waverly, Sayre & Athens Traction Co.—Chartered under the laws of Pennsylvania, Jan. 23, 1893.

CAPITAL STOCK, $200,000.

FUNDED DEBT, $150,000.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.
Gross receipts	$10,969	$11,866	$10,747	$11,448
Operating expenses	6,563	6,774	6,314	11,123
Earnings from operation	4,406	5,092	4,433	325
Deductions from earnings.				
Interest	2,250	2,250	2,250	2,250
Taxes	196	200	240	169
Net income	1,960	2,642	1,943	*2,094

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$115,958	$121,253	$125,704	$125,704
" equipment	56,620	57,447	57,447	57,447
Cash	1,960	603		
Open accounts	177,422	*175,300	*173,395	171,400
Total	$351,960	$354,603	$356,546	$354,551

Please note date of information at end of each report.

LIABILITIES.				
Capital stock	$200,000	$200,000	$200,000	$200,000
Funded debt	150,000	150,000	150,000	150,000
Profit and loss (surplus)	1,960	4,603	6,546	4,451
Total	$351,960	$354,603	$356,546	$354,551

*Of this amount, $172,578 is due for capital stock not assessed.

PLANT AND EQUIPMENT.—Miles of track (electric), 9, 6 in Pennsylvania, 3 in New York; 14 motor cars.

OFFICERS.—Pres. A. N. Broadhead, V. Pres. F. M. Stephens, Sec. & Treas. A. C. Wade, Supt. W. E. Case.

DIRECTORS.—A. N. Broadhead, A. C. Wade, S. B. Broadhead, Jamestown, N. Y.; F. M. Stephens, Sayre, Pa.; F. K. Harris, Athens, Pa.; M. Quigley, W. L. Watrous, Waverly, N. Y.; W. E. Case, J. N. Weaver, William Broadhead.

GENERAL OFFICE, Waverly, N. Y.

Date of information, July, 1899. b

WAXAHACHIE, TEX.

Population in 1880, 1,354, in 1890, 3,076.

Waxahachie Street Railway Co.—Chartered Sept., 1887. Annual meeting first Tuesday in Sept. This road is operated jointly with the Lake Park Ry.

CAPITAL STOCK, authorized, $20,000.

FUNDED DEBT, $10,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 16 lb. to 40 lb. T rail; 32 horses, 8 horse cars.

CAPITAL STOCK, authorized and issued, $650,000.

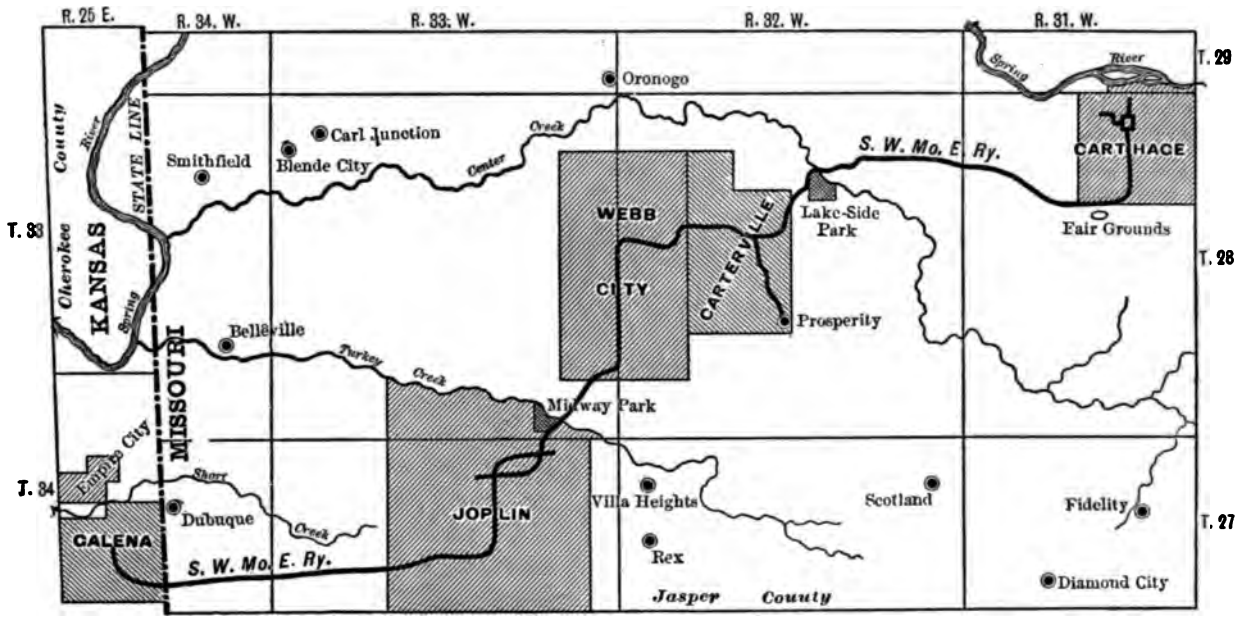
FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered. Of these bonds, $200,000 cover the original property of the Southwest Missouri Electric Ry. Co., Prosperity to Joplin; dated Mar. 1, 1893, subject to call Mar. 1 of any year after 1903; int. payable Mar. and Sept.; $120,000 cover the property acquired from the Joplin & Galena Electric Ry. Co., Joplin to Galena; dated July 1, 1896, subject to call July 1 of any year after 1903, int. payable Jan. and July; $180,000 cover the property acquired from the Jasper County Electric R. R. Co., Carthage to Carterville; dated July 1, 1896, subject to call July 1 of any year after 1903; int. payable Jan. and July. Denom. of all bonds, $500; int. and principal of all bonds payable at office of Central Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending Aug. 31,

	1895.	1896.	1897.	1898.	1899.
Total receipts	$42,438	$58,171	$117,128	$115,050	$166,377
Op. ex. inc. taxes and ins.	27,122	34,589	62,873	*71,930	91,509
Earnings from oper.	15,316	23,582	54,255	43,120	74,868
Deduct. from earnings					
Interest on bonds	8,117	9,928	28,333	30,000	30,566
Net income	7,199	9,254	25,922	13,120	44,302
P. c. op. exp. to tot. rec.	63.91	59.46	53.67	62.52	55.00

*Total expenses.

PLANT AND EQUIPMENT.—Miles of track (electric), 33; gauge, 4 ft. 8½ in.; 48 lb. to 75 lb. T and girder rail; 37 motor cars; Cooper and Bates engines. Gen. Elec., Walker and West. dynamos and motors, Laclede, St. Louis, Jackson & Sharp, and American cars, Brill, Peckham, American, Jackson & Sharp and McGuire trucks.



MAP SHOWING THE LINES OF THE SOUTHWEST MISSOURI ELECTRIC RAILWAY CO.

OFFICERS.—Pres. T. A. Ferris, V. Pres. M. B. Templeton, Sec. Treas. Gen. Man. & Pur. Agt. W. E. Coleman.

Date of information, May, 1899. c

WEATHERFORD, TEX.

Population in 1880, 2,046, in 1890, 3,314.

Weatherford City & Suburban Railroad Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 16 lb. and 20 lb. T rail; 17 horses, 6 horse cars.

OFFICERS.—Pres. G. P. Levy, Supt. G. B. Willbanks.

Date of information, Jan., 1894.

WEBB CITY, MO.

Population in 1880, 1,588, in 1890, 5,043.

Southwest Missouri Electric Railway Co—On Sept. 1, 1896, this company acquired, by purchase, the Joplin & Galena Electric Ry. Co., which company owned and operated an electric railway in Joplin, Mo., extending thence to Galena, Kan. This company also acquired, by purchase, the Jasper County Electric R. R. Co., which company owned and operated an electric railway in Carthage, Mo., extending thence to Carterville, Mo. The lines of the Southwest Missouri Electric Ry. Co. now connect Carthage, Carterville, Webb City and Joplin, Mo., and Galena, Kan., with branch lines running from Joplin to East Joplin, and from Carterville to Prosperity, and serve a population of about 65,000.

OFFICERS.—Pres. & Treas. A. H. Rogers, V. Pres. E. Z. Wallower, Sec. A. G. Knisely, Supts. E. J. Pratt, Motive Power; C. E. Baker, Transportation; J. M. Maret, Construction, H. T. Morrison, Repairs.

DIRECTORS.—W. W. Calhoun, J. F. Harrison, Carthage, Mo.; A. H. Rogers, Joplin, Mo.; E. Z. Wallower, A. G. Knisely, E. S. Herman, J. F. Hutchinson, Harrisburg, Pa.; E. C. Felton, Philadelphia, Pa.; E. B. Schermerhorn, Gelena, Kan.

GENERAL OFFICE, Webb City, Mo. Branch office, Harrisburg, Pa.

REFERENCES.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150; operating detail (brief), Vol. XIII, Mar., '97, p. 154; description of park at Lakeside, Mo., Vol. XV, May, '99, p. 30 (ill.); description of road, Vol. XV, May, '99, p. 281 (ill.).

Date of information, Mar., 1900. z

For map of road see this page.

WEBSTER, MASS.

Population in 1880, 5,696; in 1890, 7,031, in 1899, 8,000.

Webster & Dudley Street Railroad Co.—This company was incorporated Oct., 1897, and commenced operation of its road June 15, 1898.

CAPITAL STOCK, authorized and issued, $50,000.

OPERATION.—	June 15 to Sept. 30, 1898.	Y'r endg. Sept. 30, 1899.
Gross receipts	$4,706	$12,467
Operating expenses	3,423	13,264
Earnings from operation	$1,283	*$797

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending Sept. 30, 1899.

General expenses	$ 1,989
Maintenance of road and buildings	623
" " equipment	593
Transportation expenses	10,059
Total	$13,264

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1899.

Revenue passengers carried	258,691
Car miles run	71,717
Total receipts per car mile	$.173
Operating expenses per car mile	.185

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.
Cost of road	$38,774	$47,333
" " equipment		12,405
Other permanent investments	6,032	7,239
Cash and current assets	780	990
Total	$45,586	$67,967
LIABILITIES.		
Capital stock	$44,225	$50,000
Current liabilities	78	17,835
Profit and loss (surplus)	1,283	132
Total	$45,586	$67,967

PLANT AND EQUIPMENT.—Miles of track (electric) 5.22; 6 motor cars.

OFFICERS.—Pres. E. S. Hill, V. Pres. L. R. Eddy, Sec. Charles Haggerty, Treas. Supt. & Pur. Agt. John Flint.

GENERAL OFFICE, 95 Main St., Webster, Mass.

Date of information, Oct., 1899. b

WESTBROOK, ME.

Population in 1880, 3,981, in 1890, 3,632.

Westbrook, Windham & Naples Railway Co.—This company was organized to construct an electric railway in and between Westbrook, South Windham and Naples.

CAPITAL STOCK, authorized, $300,000, issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $100,000, issued, $65,000; dated, July 1, 1899, due 1919; denom. $1,000,

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 cars of which 4 are motor cars and 2 trail cars; 1-200 K.W. West. generator, West. motors, American and Laconia cars.

OFFICERS.—Pres. J. C. Scates, V. Pres. J. F. Hawkes, Sec. H. P. Toleman, Treas. Gen. Man. & Pur. Agt. Jas. A. Mitchell.

GENERAL OFFICE.—Westbrook, Me.

Date of information, Jan., 1900. x

WEST CHESTER, PA.

Population in 1880, 7,046, in 1890, 8,028.

West Chester Street Railway Co.—Chartered Aug. 4, 1890. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $60,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $34,000.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$17,109	$15,962	$17,176	$16,551	$16,420
Op. exp. (including int.)	12,269	12,853	15,809	15,381	13,885
Earnings from operation	4,840	3,109	1,367	1,170	2,535
Deduction from earnings.					
Interest					2,328
Taxes					1,128
Net income					*921

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$105,342	$121,063	$121,063	$121,398	$121,526
Real estate	15,202				
Cash on hand	781	640	612	810	724
Other assets	12,269	918	1,859	1,375	1,547
Total	$133,595	$122,621	$123,533	$123,583	$123,797
LIABILITIES.					
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt	30,000	34,000	34,000	34,000	34,000
Bills payable	19,000	16,400	17,059	14,700	13,700
Accounts payable			1,881	1,740	2,875
Receipts	17,109				
Mort. on depot prop.	4,000				
Balance last year	176				
Accrued interest		433	456	477	477
Profit and loss (surp)	5,911	11,129	12,496	13 666	12,745
Total	$133,595	$122,621	$123,533	$123,583	$123,797

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 5 ft. 2½ in.; 45 lb. and 60 lb. girder and flat rail; 9 cars, of which 5 are motor cars and 4 trail cars; Gen. Elec. and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. Wm. M. Hayes, Sec. W. S. Harris, Treas. F. W. Wallerton, Gen. Man. & Pur. Agt. J. W. Andrews, Elecn. J. Early, Ch. Engr. of Power Station, Jas. Pyle.

DIRECTORS.—Wm. M. Hayes, R. T. Cornwell, M. H. Matlack, J. C. Hayes, A. G. McCausland.

REFERENCES.—Description of road, Vol. VII., Apr., '91, p. 302; report, Vol. IX, Feb. '93, p. 129.

Date of information, July, 1899. b

WESTERLY, R. I.

Population in 1880, 6,104, in 1890. 6,813, in 1895 (local estimates), 9,500.

Pawcatuck Valley Street Railway Co.—Chartered May 25, 1893.

CAPITAL STOCK, authorized, $100,000, issued, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000; dated, 1894, due 1914; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending

	Dec. 31, 1895.	June 30, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Rec'pts from passeng.	$16,151	$17,708	$15,569	$15,431	$16,431
" other sources.	337	678	775	809	1,097
" total	16,488	18,386	16,344	16,240	17,528
Operating expenses	10,115	9,776	8,545	8,712	8,267
Earnings from operat.	6,373	8,610	7,799	7,528	9,261
Deductions from earnings.					
Interest	5,040	5,226	5,337	5,575	5,567
Taxes		574	535	1,014	582
Net income	1,333	2,810	1,926	938	3,112
Dividends			3,000	2,250	1,875
Total surplus account	1,333	4,143	3,069	1,757	2,994

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1895.	June 30, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Construction	$125,664	$125,714	$125,714	$129,350	$129,350
Equipment	17,169	17,414	17,443	17,663	17,663
Other assets	40,170	41,315	42,912	41,744	41,004
Total	$183,003	$184,443	$186,069	$188,757	$188,017
LIABILITIES.					
Capital stock	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000
Funded debt	100,000	100,000	100,000	100,000	100,000
Floating debt	6,671	5,300	8,000	12,000	11,500
Profit and loss (surpl.)	1,333	4,143	3,069	1,757	1,517
Total	$183,003	$184,443	$186,069	$188,757	$188,017

PLANT AND EQUIPMENT.—Miles of track (electric), 6, of road, 6; gauge, 4 ft. 8½ in.; 50 lb. T rail; 7 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Newburyport cars.

OFFICERS.—Pres. Wm. Hoxsey, Sec. Treas. Gen. Man. & Pur. Agt. E. P. Shaw, Jr., Supt. Geo. W. Steadman.

DIRECTORS.—John Champlin, William Hoxsey, S. H. Cross, of Westerly; Solomon Lucas, of Norwich; E. P. Shaw, E. P. Shaw, Jr., of Newburyport; A. S. Paton, of Leominster, Mass., Geo. A. Butman.

GENERAL OFFICE, 53 State St., Boston, Mass.

Date of information, Mar., 1900. b z

WESTFIELD, MASS.

Population in 1880, 7,587, in 1890, 9,805.

Woronoco Street Railway Co.—The Highland Street Rv. Co. was consolidated with this road on May 18, 1895.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $35,000; dated Jan. 1, 1896, due 1916.

Please note date of nformation at end of each report.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$12,321	$20,419	$20,117	$22,977	$27,207
Operating expenses	12,356	12,646	17,375	21,045	21,993
Earnings from operat'n.	*35	7,773	2,743	1,932	5,214
Deduct's from earnings.					
Interest	764	1,434	1,983	2,147	2,235
Taxes	479	194	626	677	793
Other deductions				1,239	1,518
Net income	*1,277	6,145	134	*2,131	668
Total surplus account	*3,810	2,336	2,469	*4,919	*4,251

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 1,058	$ 986	$ 1,654	$ 1,874	$ 2,327
Transportation expenses	10,271	11,200	14,184	16,585	15,813
Maint'ce of way & bldgs.	367	260	990	1,337	1,527
" " equip't.	661	200	546	1,249	2,326
Total	$12,356	$12,646	$17,375	$21,045	$21,993

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
Passengers carried	242,996	346,055	416,481	485,636	563,563
Car miles run	80,300	88,490	113,888	257,497	217,523
Gross receipts p. car mile	$.153	$.231	$.177	$.089	$.125
Operat'g exp. p. car mile	.154	.142	.153	.081	.101

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1889.
Cost of road	$29,398	$44,263	$52,614	$71,271	$74,005
" equipment	10,013	14,093	15,222	19,389	27,921
Other permanent invest.	12,977	29,609	30,773	24,618	27,543
Cash and current assets.	480	691	483	866	64,710
Other assets	300	411	50		882
Profit and loss (deficit)	3,810			4,919	4,251
Total	$56,978	$89,067	$99,142	$121,063	$199,312
LIABILITIES.					
Capital stock	$37,000	$50,000	$50,000	$75,000	$150,000
Funded debt				35,000	35,000
Floating debt	19,978	36,732	46,673	11,063	14,312
Profit and loss (surplus).		2,336	2,469		
Total	$56,978	$89,067	$99,142	$121,063	$199,312

PLANT AND EQUIPMENT.—Miles of track (electric), 7.3; gauge, 4 ft. 8½ in.; 54 lb. and 60 lb. T rail; 16 motor cars; Woodbury engines, West. dynamos and motors, Jones and Stephenson cars.

OFFICERS.—Pres. & Gen. Man. Jas. H. Bryan, Sec. & Treas. Chas. J. Little, Supt. Robert P. Lee, Elecn. Geo. M. Church.

DIRECTORS.—R. B. Crane, D. L. Gillett, R. W. Parks, Jas. H. Bryan, Henry H. Van Dusen, Charles J. Little, L. S. Stowe, R. D. Gillett, J. A. Crane.

Date of information, Dec., 1899. b

WESTFIELD, N. J.

Population in 1880, 2,216, in 1890, 2,739.

Westfield & Elizabeth Street Railway Co.—This road is not yet constructed.

CAPITAL STOCK, issued, $33,000.

OFFICER.—Treas. Adrian Riker.

Date of information, Jan., 1899. b

WESTFIELD, N. Y.

Westfield, Mayville & Chautauqua Railroad Co.—This company was organized to construct an electric railway connecting Westfield, Mayville and Chautauqua Lake points, but has not as yet commenced construction of its road.

CAPITAL STOCK, $100,000.

OFFICER, Pres. William L. Minton (Westfield).

Date of information, July, 1899. b

WESTPORT, CONN.

Population in 1880, 3,477, in 1890, 3,715.

Westport & Sangatuck Street Railway Co.—Chartered Mar., 1876. Annual meeting, first Tuesday in Mar.

CAPITAL STOCK, authorized, $100,000, issued, $40,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $26,000, issued, $9,800; due 1916; int. payable Feb. and Aug.

OPERATION.—Year ending Sept. 30,

	1895.	1896.	1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.
Total receipts	$4,194	$6,549	$7,716	$4,041	$6,368
Operating expenses	3,530	6,241	7,858	7,113	6,309
Earnings from oper.	664	308	*141	*3,072	59
Deduc. from earn.					
Taxes	150	150	452	460	510
Interest			1,109	873	1,596
Net income	514	158	*1,702	*4,405	*2,047

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30, 1899.	
Passengers carried	125,214
Car miles run	58,757
Total receipts per car mile	$.108
Operating expenses per car mile	.107

BALANCE SHEET.—Dated Sept. 30, —June 30,—

ASSETS.	1895.	1896.	1897.	1898.	1899.
Construction account	$12,544	$61,034	$65,562	$68,433	$68,433
Equipment account	2,456	8,301	11,922	9,522	9,522
Cash on hand	26	14	5	42	32
Material on hand		1,619	2,542	2,542	2,542
Accounts receivable		376	130	130	130
Other assets			690	690	690
Profit and loss (deficit)			3,126	7,033	10,414
Total	$15,026	$71,344	$83,976	$88,392	$91,763
LIABILITIES.					
Capital stock	$15,000	$40,000	$40,000	$40,000	$40,000
Funded debt		6,100	8,800	9,800	9,800
Unfunded debt		16,661	30,541	32,545	41,090
Accounts payable		8,469	4,635	6,047	873
Profit and loss (surplus)	26	114			
Total	$15,026	$71,344	$83,976	$88,392	$91,763

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars; West. engines, Gen. Elec. dynamos and motors, Brill and Stephenson cars.

OFFICERS.—Pres. & Gen. Man. A. S. Hoyt, V. Pres. Lloyd Nash, Sec. Supt. & Treas. Samuel A. Purdy.

DIRECTORS.—A. S. Hoyt, Wm. G. Staples, Lloyd Nash, F. M. Salmon, W. E. Osborn, Samuel A. Purdy.

GENERAL OFFICE, Westport, Conn.

Date of information, Mar., 1900. z

WEST SUPERIOR, WIS.

Population in 1890, 11,983.

Superior Rapid Transit Railway Co.—Chartered Aug. 1, 1892. On Jan. 28, 1896, this property was placed in the hands of receivers.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $650,000, issued, $250,000; coupon, but may be registered; dated Aug. 1, 1892, due 1912, but subject to call at 102 and interest Aug. 1, 1902; denom. $1,000; int. payable Feb. and Aug. at office of Central Trust Co., of New York, trustee of mortgage.

NOTE.—The bonds already issued ($250,000) are stamped "Series A." The mortgage provides that the next $200,000 shall be stamped "Series B," and shall not be issued until the net earnings for the preceding twelve months shall be equal to $27,000, an amount sufficient to pay interest on both series. The last $200,000 authorized shall be stamped "series C," and may be issued when the net earnings for the preceding twelve months shall amount to $40,000, equivalent to more than enough to pay the interest on the entire mortgage issued. None of the bonds of series B and C may be issued except for extensions, at a rate not exceeding $20,000 per mile of track and $5,000 per mile for equipment. The three series, when issued, are to be equal liens against the property.

A sinking fund has been established (by the provisions of the mortgage deed) to which $10,000 has already been passed, and further sums ranging from $5,000 in 1893, to $20,000 in 1912, are to be annually placed in the hands of the trustees.

$18,000 of the first mortgage bonds of 1892 are held in escrow to retire $17,000 of a prior lien still outstanding, dated July 1, 1891, due 1911.

It is reported that there is a second mortgage on this property, interest on which is in default.

OPERATION.—For the year ending Dec. 31, 1897, the gross earnings of the company are reported as $92,370.

PLANT AND EQUIPMENT.—Miles of track (electric), 26; gauge, 3 ft. 6 in.; 35 lb. T rail; 35 cars, of which 25 are motor cars and 10 trail cars.

OFFICERS.—Receiver, Pres. & Gen. Man. S. T. Norvell, Sec. & Treas. Griffith Chadwick, Supt. H. M. Sloan, Ch. Engr. of Power Station A. L. Gay.

Date of information, Jan., 1900. z

Please note date of information at end of each report.

WHEELING, W. VA.

Population in 1880, 30,737, in 1890, 34,552.

Wheeling Railway Co.—Chartered July 25, 1887. Annual meeting last Saturday in Jan. This company operates the Citizens' Street Ry. under a 99 year lease, from Aug. 10, 1892, and at a rental of $6,000 per annum, the Bellaire, Bridgeport & Martins Ferry Ry. of Bridgeport, O., acquired in the fall of 1898, and the Moundsville, Benwood & Wheeling Ry. acquired in Jan., 1900 and owns a controlling interest in the capital stock of each of these companies.

CAPITAL STOCK, authorized and issued, $950,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $500,000, dated Sept. 1, 1892, due 1922; denom. $1,000; int payable Mar. and Sept., at office of Central Trust Co. of New York, trustee of mortgage.

This company also guarantees the principal and interest of the first mortgage 6 p. c. bonds, $250,000, of the Bellaire, Bridgeport & Martins Ferry St. Ry. Co. of Bridgeport, O. (which see for detailed description).

OPERATION.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.
Receipts from passengers...	$129,104	$147,866	$166,022	
" other sources.....	4,413	2,228	1,970	
" total.....	133,517	150,094	167,993	$170,318
Operating expenses.....	*119,378	88,382	88,277	93,586
Earnings from operation....	14,139	61,712	79,716	76,732
Deductions from earnings.				
Interest.....		30,000	30,000	32,508
Taxes.....		2,418	2,764	
Net income.....	14 139	29,294	46,951	44,224
Dividends paid.....		13,999	29,750	31,500
To surplus account.....		15,295	17,201	12,724
Per cent. of exp. to total rec.		58	52	

*Including fixed charges.

DIVIDENDS.—In 1894, 1 p. c.; in 1895, 2 p. c.; in 1896, 4½ p. c.; in 1897, 4½ p. c.

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1895.	1896.
Cost of road and equipment.....	$1,200,000	$1,200,000
Improvements.....	15,094	7,210
Dividends.....	13,999	29,750
Water rent.....	142	142
Cash balance.....	11,692	2,346
Total	$1,240,926	$1,260,562
LIABILITIES.		
Capital stock.....	$ 700,000	$ 700,000
Funded debt.....	500,000	500,000
Interest.....	9,160	10,000
Bills and accounts payable.....	2,473	
Income.....	29,293	46,952
Surplus.....		1,800
Profit and loss (surplus).....		1,810
Total.....	$1,240,926	$1,260,562

PLANT AND EQUIPMENT.—Miles of track (electric), 30; gauge, 5 ft. 2½ in.; 76 lb. and 85 lb. girder rail; 70 motor cars, 2,450 H. P. station plant; Cooper, Corliss, Buckeye, and Ball engines, West and Gen. Elec. dynamos and motors, Brill, Barney & Smith and St. Louis cars, Brill trucks.

OFFICERS.—Pres. T. H. Conderman, V. Pres. B. W. Peterson, Sec. & Treas. W. A. Shirley, Gen. Supt. L. S. Kirker.

DIRECTORS.—T. H. Conderman, W. E. Stone, H. C. Ford, B. W. Peterson, E. W. Moore, J. J. Holloway, L. F. Stifel.

REFERENCE.—Description of road, Vol. X, Apr., '94, p. 219 (ill.).

Date of information, Jan., 1900. z

Moundsville, Benwood & Wheeling Railway Co.—Chartered May 27, 1895, in perpetuity. Annual meeting last Saturday in Aug. The capital stock of this company is now controlled by the Wheeling Railway Co. Operation was commenced on Dec. 8, 1896.

CAPITAL STOCK, $250 000.

FUNDED DEBT.—First mortgage, 6 p. c. gold coupon bonds, authorized, $100,000, dated Oct. 1, 1897, due 1917; denom. $500; int. payable April and Oct., at office of Germania Half Dollar Savings Bank, of Wheeling, W. Va., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 5 ft. 2½ in.; 60 lb. and 66 lb. T and girder rail; 9 motor cars; Buckeye engines, Gen. Elec. dynamos and motors, Jewett cars, Johnson trucks.

OFFICERS.—Pres. J. A. Miller, V. Pres. W. A. Wilson, Sec. & Gen. Man. Howard Hazlett.

GENERAL OFFICE, National Exchange Bank Bldg., Wheeling, W. Va.

Date of information, Feb., 1900. z

Wheeling & Elm Grove Railroad.—Chartered Apr. 3, 1873. Annual meeting second Thursday in Jan. This road is being changed from a steam road to a double-track electric railway. Extensions will be made and the line will connect at Elm Grove with the Wheeling Suburban R. R.

CAPITAL STOCK, authorized, $300,000, issued, $250,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 7.25; gauge, 4 ft. 8½ in.; 60 lb. T rail; 1 horse, 23 cars, of which 20 are passenger cars, 2 are freight cars and 1 baggage car; 4 Baldwin motors.

OFFICERS.—Pres. A. Reymann, Sec. & Treas. Wm. Carle, Gen. Man. H. E. Weisgerber, Ch. Engr. Gilmore Brown.

GENERAL OFFICE, 16th St., Wheeling, W. Va.

Date of information, May, 1899. c

Wheeling Suburban Railroad Co.—Chartered in 1897, to build an electric railway from Elm Grove to Triadelphia. The Wheeling & Elm Grove R. R. Co. guarantees the bonds of this company and operates the road.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 1 motor car.

OFFICERS.—Pres. A. Reymann, Sec. Paul O. Rayman, Gen. Man. H. E. Weisgerber.

GENERAL OFFICE, Wheeling, W. Va.

Date of information, Dec., 1897. d

Wheeling & Wellsburg Railway Co.—This company has secured franchises to build an electric railway from Wheeling to Lazearville, a distance of six miles; construction work, it is expected, will begin in the spring of 1900.

OFFICERS.—Pres. ———, Sec. Alfred Paull.

GENERAL OFFICE, 1120 Market St., Wheeling, W. Va.

Date of information, Jan., 1900. z

WHITE PLAINS, N. Y.

Population in 1880, 2,381, in 1890, 4,042.

Tarrytown, White Plains & Mamaroneck Railway Co.—This company is the successor, in 1898, to the New York, Elmsford & White Plains Ry. Co. In Apr., 1899, this property was sold to the Union Railway Company, whose capital stock is owned by the Third Avenue R. R. Co. of New York City.

CAPITAL STOCK, authorized and issued, $300,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $300,000; dated Mar. 1, 1898, due 1928; int. payable Mar. and Sept., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

These bonds were issued to the president and treasurer of the company, in payment of money expended. The coupons have been removed from the bonds and will not be presented for payment.

OPERATION.—Year ending June 30,	1897.	1898.	1899.
Gross receipts.....	$15,314	$18,274	$39,172
Operating expenses.....	18,764	21,277	34,421
Earnings from operation			4,751
Deductions from earnings.			
Interest.....			5,848
Taxes.....			1,048
Net income.....	*3,449	*3,003	*2,145
Total surplus.....			7,296

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.
General expenses.....	$ 678		$5,458
Transportation expenses.....	16,173	$18,420	22,608
Maintenance of way and buildings.....	636	2,389	3.694
" " equipment.....	1,278	468	2,661
Total	$18,764	$21,277	$34,421

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Revenue passengers carried.....	308,077	363,557	777,023
Transfer " "			26,292
Car miles run.....	134,000	141,000	343,921
Total receipts per car mile.....	$.114	$.129	$.113
Operating expenses per car mile.....	.140	.151	.100

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$103,786	$126,761	$194,115	$556,952
" equipment	16,214	16,214	54,383	93,662
Cash	86	229	261	4,628
Material and supplies	450		2,783	351
Other assets			5,173	5,362
Profit and loss (deficit)	9,050	12,500	15,576	
Total	$129,586	$155,704	$272,291	$660,955
LIABILITIES.				
Capital stock	$ 60,000	$ 60,000	$225,000	$300,000
Funded debt	60,000	60,000		300,000
Accrued interest				5,000
Loans and bills payable	8,121	33,068	45,808	37,564
Accounts payable	1,465	2.636	1,483	11,095
Profit and loss (surplus)				7,296
Total	$129,586	$155,704	$272,291	$660,955

PLANT AND EQUIPMENT.—Miles of track (electric), 14.5; gauge, 4 ft. 8½ in.; 56 lb. and 76 lb. T and girder rail; 17 motor cars; Buckeye engines, Walker dynamos and motors, American cars.

OFFICERS.—Pres. Edward A. Maher, Sec. & Treas. Thomas W. Olcott, Supt. V. A. Krepps.

DIRECTORS.—Same as Third Avenue R.R. Co.

GENERAL OFFICE, 204 E. 128th St., New York City.

Date of information, Dec., 1899. b

WICHITA, KAN.

Population in 1880, 4,911; in 1890, 23,853; in 1898 (local estimates), 25,000.

Wichita Railroad & Light Co.—This company is the successor to the Wichita Railway, Light & Power Co., which was chartered July 3, 1897, for 99 years. The new company are now rebuilding and re-equipping the road.

CAPITAL STOCK of new organization unknown.

FUNDED DEBT of new organization unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 22.43; gauge, 4 ft. 8½ in.; 50 lb. to 70 lb. T and Johnson rail; 17 cars; Russell engines, Gen. Elec. dynamos and motors, Brownell and St. Louis cars.

OFFICERS.—Treas. Edward Woodman, Portland. Me.; Supt. of Reconstruction S. L. Nelson, Springfield, O.

GENERAL OFFICE, Wichita, Kan.

Date of information, Feb., 1900. z

WILKESBARRE, PA.

The population served by the Wilkesbarre & Wyoming Valley Traction system was (Jan. 1, 1900) approximately 200,000.

Wilkesbarre & Wyoming Valley Traction Co.—Chartered Feb. 9, 1891. Annual meeting fourth Monday in Jan. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

This company controls, leases and operates all the lines in Wilkesbarre and in the Wyoming Valley as follows:

	Capital Stock Issued.	Owned.	Funded Debt.
W'barre & Kingston Pass. Ry. Co.	$100,000	$ 99,700	$ 90,000
W'barre & Suburban St. Ry. Co.	100,000	93,500	40,000
Coalville Pass. Ry. Co.	62,400	33,700	12,000
Plymouth St. Ry. Co.	12,000	12,000	
Pittston Street Car Co.	200,000	200,000	200,000
Pittston, Moosic & Pl. Val. St. Ry. Co.	42,000	42,000	
West Pittston & Wyoming St. Car Co.	30,000	30,000	
Nanticoke St. Ry. Co.	12,000	12,000	
Wilkesbarre & West Side Ry. Co.	100,000	92,450	35,000
Wilkesbarre & East Side Ry. Co.	150,000	150,000	*150,000
Plymouth Bridge Co.	75,000	75,000	150,000

* NOTE.—These bonds are in the hands of the trustee of the collateral mortgage bonds (see below), and no interest is payable thereon as long as the interest is paid regularly on the collateral mortgage bonds.

CAPITAL STOCK, authorized and issued, $5,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,500,000; dated Apr. 1, 1891, due, 1921; denom. $1,000; int. payable (free of tax) Apr. and Oct. at Provident Life & Trust Co., of Philadelphia.

5 p. c. collateral trust and mortgage gold bonds, authorized and issued, $319,000; dated Jan. 1, 1895, due 1925; int. payable Jan. and July at Anthracite Savings Bank, of Wilkesbarre, trustee. Amount in sinking fund Jan. 1, 1900, $3,000.

Pittston Street Car Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Dec. 11, 1893, due Dec. 11, 1918; denom. $1,000; int. payable June and Dec., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the company. Amount in sinking fund Jan. 1, 1900, $30,000 and interest.

Plymouth Bridge Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated Oct. 1, 1894; due, 1924, but subject to call in 1904, and thereafter at the rate of $3,000 per annum; int. payable Apr. and Oct., at Anthracite Savings Bank, trustee of mortgage.

Wilkesbarre & Suburban Street Ry. Co.'s 5 p. c. bonds, $40,000.

Wilkesbarre & West Side Ry. Co.'s bonds, $35,000.

Wilkesbarre & Kingston Passenger Ry. Co.'s 6 p. c. bonds, $90,000.

NOTE.—The collateral trust and mortgage bonds are secured by the deposit with the trustee of $150,000 stock and $150,000 first mortgage 5 p. c. bonds of the Wilkesbarre & East Side Ry. Co.; $85,000 stock of the Wilkesbarre & Suburban Street Ry. Co. (on which the company guarantees 6 p. c. dividends); $15,000 stock of the Wilkesbarre & West Side Ry. Co., on which the company guarantees 6 p. c. dividends, and a second mortgage on all the property and franchises of the company.

OPERATION.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.
Receipts from passengers	$505,188	$485,564	$504,090	$547,181
" other sources	2,673	5,725	2,657	3,766
" total	507,862	491.289	506,747	550,947
Operating expenses	232,188	218,881	219,904	247,863
Earnings from operation	275,674	272,408	286,843	303,084
Deductions from earnings.				
Interest on bonds	112,960	113,453	113,767	113,229
Interest on floating debt		5,412	4,219	2,295
Taxes, claims, ins., etc.	34,030	44,864	40,918	28,361
Rentals	9,350	11,376	10,623	2,583
Other deductions			33,044	
Net income	119,334	97,302	84,272	156,616
Per ct. op. exp. to total rec'ts.	45.7	44.6	43.4	44.9

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.	1899.
Construction and equip.	$6,666,105	$6,671,941	$6,769,864	$6,989,502
Personal property	215,250	219,325	220,575	
Cash	4,088	32,482	41,402	14,549
Bills receivable	167			
Indemnity fund			7,230	
Sinking fund	12,472	18,000	30,000	33,000
Supplies	9,694	8,535	7,823	6,288
Open accounts	90,965	97,943	37,970	12,988
Total	$6,998,741	$7,048,227	$7,114,864	$7,056,327
LIABILITIES.				
Capital stock	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Funded debt	1,825,000	1,825,000	1,825,000	1,819,000
Bills payable			65,000	127,219
Open accounts	101,862	102,379	36,647	33,576
Profit and loss (surplus)	71,879	120,848	188,217	76,532
Total	$6,998,741	$7,048,227	$7,114,864	$7,056,327

NOTE.—A dividend of 1 p. c. on capital stock was paid semi-annually in 1896. Dividends of 1 p. c. were paid in Jan., 1897, 1898 and 1899. The balance of net income was transferred to improvement account, having been expended in new equipment and betterments.

PLANT AND EQUIPMENT.—Miles of track (electric), 65; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 150 cars, of which 130 are motor cars and 20 trail cars; 3,350 H. P. station plant; Harrisburg F. & M. Works engines and boilers, Gen. Elec., Short and West. dynamos and motors Brill and St. Louis cars.

OFFICERS.—Pres. Jno. A. Rigg, V. Pres. H. C. Moore, Sec. & Treas. Wm. S. Bell, Gen. Man. T. A. Wright.

DIRECTORS.—George N. Reichard, W. G. Eno, Jno. A. Rigg, H. C. Moore, R. N. Carson, E. J. Moore, F. W. Roebling, T. C. Barr, R. N. Buckley, Theo. A. Royal, Wm. J. Harvey.

REFERENCES.—Description of road, Vol. X, Dec., '94, p. 764 (ill.); description of private car, Vol. IX, June, '93, p. 400 (ill.); annual report, Vol. IX, Feb., '93, p. 129; Vol. X, Feb., '94, p. 146.

GENERAL OFFICE, Wilkesbarre, Pa.

Date of information, Feb., 1900. b z

Wilkesbarre, Dallas & Harvey's Lake Railway Co.—Chartered Jan. 29, 1896, This company is the successor by purchase, at Trustees' sale, of all property, franchises, &c., of the Wilkesbarre & Northern R. R. Co., which was chartered in 1896 for 999 years. Annual meeting third Tuesday in Jan. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

CAPITAL STOCK, authorized and issued, $200,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold registered bonds, $150,000; dated Sept. 15, 1898, due 1928; denom. $500; int. payable

March and Sept., at office of the company; trustee of mortgage, Anthracite Savings Bank, of Wilkesbarre, Pa.

PLANT AND EQUIPMENT.—Miles of track (electric) owned, 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 16 cars, of which 10 are motor cars and 6 are trail cars; West. dynamos and motors; Brill and Jackson & Sharp cars; locomotives handle freight.

BALANCE SHEET.—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Cost of road	$356,476	Capital Stock	$200,000
Cash	4,256	Funded debt	150,000
Open accounts	393	Accounts payable	1,830
		Accrued interest and taxes	3,378
		Profit and loss (surplus)	5,917
Total	$361,125	Total	$361,125

OFFICERS.—Pres. John A. Rigg, V. Pres. H. C. Moore, Sec. & Treas. Wm. S. Bell, Gen. Man. Thomas A. Wright, Supt. Jno. Clifford, Ch. Engr. & Elecn. Jas. Fagan.

DIRECTORS.—R. N. Carson, E. J. Moore, J. A. Rigg, Wm. J. Harvey, H. C. Moore, Thomas C. Barr, Geo. N. Reichard.

GENERAL OFFICE, Wilkesbarre, Pa.

Date of information, Feb., 1900. z

WILLIAMSPORT, PA.

Population in 1880, 18,934, in 1890, 27,132.

Williamsport Passenger Railway Co.—Chartered Apr. 15, 1863.

CAPITAL STOCK, authorized, $600,000, issued, $338,550; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, and issued, $169,000; dated June 1, 1892, due 1922; denom. $500; int. payable June and Dec., at office of Merchants' National Bank; trustee of mortgage, J. H. Boyer.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from passengers	$66,845	$73,954	$65,117	$66,324	$79,100
" other sources		2,949	3,029	2,568	2,254
" total	66,845	76,902	68,146	69,192	81,354
Operating expenses	52,459	59,787	54,702	52,629	61,152
Earnings from operation	14,386	17,115	13,444	16,563	20,202
Deductions from earnings.					
Interest	7,434	7,140	9,997	10,578	10,055
Taxes	2,257	1,970	1,632	2,290	3,124
Net income	4,695	8,005	1,815	3,695	7,023

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$366,925	$529,317	$460,432	$463,334	$463,166
" equip	63,117		71,856	73,159	73,159
Other assets	6,426	27,393	39,175	48,592	56,128
Cash assets	3,047	1,994	1,676	1,926	1,197
Total	$439,515	$558,704	$573,139	$587,011	$593,650
LIABILITIES.					
Capital stock	$258,550	$338,550	$338,550	$338,550	$338,550
Funded debt	125,000	163,000	169,000	169,000	169,000
Bills payable	37,786	30,969	12,987	15,887	7,487
Other liabilities			24,603	31,880	39,897
Profit & loss (surp.)	18,179	26,185	27,999	31,694	38,716
Total	$439,515	$558,704	$573,139	$587,011	$593,650

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. girder rail; 20 motor cars; West. dynamos and motors, Lamokin cars; rent power.

OFFICERS.—Pres. Henry W. White, Sec. Treas. & Gen. Man. E. H. Davis, Elecn. Geo. E. Wendle.

DIRECTORS.—E. H. Davis, H. W. White, C. La Rue Munson, Wm. Emery, J. R. T. Davis.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, July, 1899. b

East End Passenger Railway Co.—Chartered June 11, 1892. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $50,000, issued, $18,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, $50,000, issued, $18,000; dated Dec., 1893, due 1922; denom. $500; int. payable June and Dec., at office of Merchants' National Bank; trustee of mortgage, J. H. Boyer.

OPERATION.—Year ending June 30.

	1895.	1896.	1897.	1898.	1899.
Total receipts	$3,737	$4,320	$3,856	$3,773	$3,879
Operating expenses	6,961	4,819	4,066	3,904	4,333
Deficit from operation	3,224	499	210	131	454
Deductions from earnings.					
Interest	322	882	901	1,008	1,080
Taxes	69	191	139	196	316
Total deficit	3,615	1,573	1,250	1,335	742

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$26,016	$26,016	$26,016	$26,016	$26,016
" equipment	6,616	6,616	6,616	6,616	6,616
Cash	254	150	274	318	125
Profit and loss (deficit)	8,072	9,645	10,895	12,229	14,008
Total	$40,958	$42,427	$43,801	$45,179	$46,765
LIABILITIES.					
Capital stock	$18,000	$18,000	$18,000	$18,090	$18,000
Funded debt	12,000	14,500	18,000	18,000	18,000
Bills and accts. payable	10,958	9,927	7,801	9,149	10,765
Total	$40,958	$42,427	$43,801	$45,179	$46,775

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 45 lb. rail; 2 motor cars; West. dynamos and motors, Lamokin cars; rent power.

OFFICERS.—Pres. Jos. W. Cochran, Treas. J. H. Boyer, Sec. & Gen. Supt. E. H. Davis, Elecn. Geo. E. Wendle.

DIRECTORS.—J. H. Boyer, E. H. Davis, J. R. T. Davis, J. W. Cochran, J. F. Starr.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, July, 1899. b

South Side Passenger Railway Co.—Chartered Mar. 31, 1892.

CAPITAL STOCK, issued, $25,000.

FUNDED DEBT, issued, $25,000.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.
Gross receipts	$11,247	$10,426	$9,855	$11,405
Operating expenses	7,945	7,787	7,527	8,776
Earnings from operation	3,302	2,639	2,328	2,629
Deductions from earnings.				
Interest	2,000	1,500	1,500	1,500
Taxes	281	293	529	562
Net income	1,021	846	299	567

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$50,000	$50,000	$50,000	$50,000
Cash	3,419	463	552	1,640
Open accounts	2,116	7,066	6,088	5,089
Total	$55,535	$57,529	$56,640	$56,729
LIABILITIES.				
Capital stock	$25,000	$25,000	$25,000	$25,000
Funded debt	25,000	25,000	25,000	25,000
Interest accrued	625	625	625	625
Accounts payable	2,626	3,773	2,584	2,107
Profit and loss (surplus)	2,285	3,131	3,431	3,997
Total	$55,535	$57,529	$56,640	$56,729

PLANT AND EQUIPMENT.—Miles of track (electric), 1.8; 2 motor cars.

OFFICERS.—Pres. J. H. Cochran, Sec. & Treas. E. H. Davis.

DIRECTORS.—E. B. Westfall, J. B. Krause, E. R. Payne, H. C. McCormick.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, July, 1899. b

Vallamont Traction Co.—Chartered May 15, 1894. Annual meeting Jan. 9.

CAPITAL STOCK, authorized, $200,000, issued, $101,700.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated Aug. 1, 1894, due 1924; denom. $1,000; int. payable Feb. and Aug.

Please note date of information at end of each report.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$16,846	$15,857	$14,791	$13,181	$14,454
" other sources	124			420	1,500
" total	16,970	15,857	14,791	13,601	15,954
Operating expenses	15,396	11,256	10,697	11,388	12,537
Earnings from operation	1,574	4,601	4,094	2,213	3,417
Deductions from earnings.					
Interest		8,500	6,000	6,000	6,000
Taxes		703	755	948	913
Net income	1,574	*4,601	*2,661	*4,735	*3,496

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road & equipm.	$252,845	$204,603	$206,542	$206,268	$206,486
Cash	2,738	1,176	1,129	1,203	1,715
Bills and acc'ts rec'able.	984	3,992	7,550	7,836	7,187
Profit and loss (deficit).		4,291	6,952	11,686	15,183
Total	$256,567	$214,901	$222,173	$226,993	$230,571
LIABILITIES.					
Capital stock	$126,700	$101,700	$101,700	$101,700	$101,700
Funded debt	125,000	100,000	100,000	100,000	100,000
Bills and acc'ts payable.	3,293	9,861	17,973	22,793	26,371
Profit and loss (surplus).	1,574				
Accrued interest		2,500	2,500	2,500	2,500
Total	$256,567	$214,061	$222,173	$226,993	$230,571

PLANT AND EQUIPMENT.—Miles of track (electric), 3.60; gauge, 4 ft. 8½ in.; 65 lb. T and girder rail; 6 motor cars; West. motors, Lamokin cars; rent power.

OFFICERS.—Pres. J. H. Cochran, Sec. Treas. & Gen. Man. E. H. Davis, Elecn. Geo. E. Wendel.

DIRECTORS.—E. B. Westfall, E. R. Payne, J. B. Krause, H. C. McCormick, E. Deemer, J. H. Cochran.

GENERAL OFFICE, West & Willow Sts., Williamsport. Pa.

Date of information, July, 1899. b

WILLIAMSVILLE, N. Y.

Buffalo & Williamsville Electric Railway Co.—Chartered Aug. 10, 1891, for 99 years. Annual meeting first Wednesday in Aug.

CAPITAL STOCK, authorized and issued, $75,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Total receipts	$12,908	$12,856	$12,633	$12,161	$11,459
Operating expenses	8,228	7,638	7,693	7,702	7,216
Earnings from oper.	4,680	5,218	4,941	4,459	4,243
Deductions from earnings.					
Taxes	567	471	572	586	503
Net income	4 113	4,747	4,369	3,873	3,740
Dividends paid					3,000
To surplus account					740
Total surplus account	8,373	13,121	9,940	13,813	14,553
Per cent oper. exp. to total receipts	63.7	59.5	60.7	63.3	62.9

OPERATING EXPENSES.

Year ending June 30, 1899.

General expenses	$ 648
Transportation expenses	5,179
Maintenance of road and buildings	1,021
" " equipment	368
Total	$7,216

STATISTICS OF TRAFFIC.

Year ending June 30, 1899.

Revenue passengers carried	176,788
Car miles run	82,350
Total receipts per car mile	$.139
Operating expenses per car mile	.087

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and equip.	$79,910	$81,900	$78,915	$78,970	$79,124
Cash and current assets.	3,463	6,221	6,024	9,843	10,429
Total	$83,373	$88,121	$84,940	$88.813	$89,553
LIABILITIES.					
Capital stock	$75,000	$75,000	$75,000	$75,000	$75,000
Profit and loss (surplus)	8,373	13,121	9,940	13,813	14,553
Total	$83,373	$81,121	$84,940	$88,813	$89,553

PLANT AND EQUIPMENT.—Miles of track (electric), 5.25; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 5 motor cars; 150 H. P. station plant; Noyes engines, Gen. Elec. dynamos and motors. Laclede cars, McGuire trucks.

OFFICERS.—Pres. & Gen. Man. J. Blocher, V. Pres. E. C. Longnecker, Sec. A. L. Rinewalt, Treas. & Supt. L. L. Grove, Ch. Engr. & Elecn. Chas. Blocher.

DIRECTORS.—John Blocher, E. C. Longnecker, A. L. Rinewalt, James Chalmers, D. Wehvle, J. S. Youngs, H. L. Fogelsinger, D. R. Fogelsinger, H. Bernhardt, Chas. Lantz, L. L. Grove.

GENERAL OFFICE, Williamsville, N. Y.

REFERENCE.—Description of road, Souv., Oct., '97, p. 591.

Date of information, Dec., 1899. b

WILLIMANTIC, CONN.

Population in 1899, 12,000.

Willimantic Street Railway Co.—This company was organized to construct an electric railway in the city of Willimantic with an extension to Baltic, connecting with the Norwich City Ry. Under the terms of the charter the tracks must be laid by Sept. 15, 1900.

CAPITAL STOCK, authorized, $300,000.

PLANT AND EQUIPMENT (Contemplated).—Miles of track, 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 4 motor cars.

OFFICERS.—Pres. J. M. Pettis, V. Pres. Geo. K. Nason, Sec. Chas. E. Sanford, Treas. & Engr. O. Willis Rugg.

DIRECTORS.—J. M. Pettis, Geo. K. Nason, W. D. Grant, Willimantic; W. H. Clark, W. A. Arnold, Hartford, Conn.; O. Willis Rugg, Chas. E. Sanford.

GENERAL OFFICE, Willimantic, Conn.

Date of information, Feb., 1900. x

WILMINGTON, DEL.

Population in 1880, 42,478, in 1890, 61,431, in 1894 (local estimates), 65,000, in 1896 (local estimates), 70,000.

Wilmington & Chester Traction Co.—Chartered in Mar., 1898. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia, Pa.

Capital Stock, authorized, $2,000,000; par value, $50 per share.

Funded Debt.—Collateral trust 5 p. c. gold bonds, authorized, $4,000,000, issued, $1,705,000; in escrow (see Note), $1,695,000; in treasury, $600,000; dated Apr. 1898, due 1918; denom. $500 and $1000; int. payable Apr. and Oct.; trustee of mortgage, Provident Life & Trust Co., of Philadelphia.

Note.—Of the collateral trust bonds, $1,705,000 have been issued for the purchase of the capital stock of the Chester Traction Co. and the Wilmington City Ry. Co., $1,695 000 are held in escrow to retirr underlying securities and $600,000 are reserved in the treasury foe future improvements, extensions, etc.

Officers.—Pres. John A. Rigg, V. Pres. H. C. Moore, Sec.& Treas. Wm. Bell.

Date of information, Feb., 1900. x

Wilmington City Railway Co.—Chartered Feb. 4, 1864. This company controls and operates the Front & Union Street Passenger Ry. Co. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, $520,000; par value, $10 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $600,000; dated Sept. 1, 1891, due, 1911, but subject to call on or after Sept. 1, 1901; denom. $500; int. payable Mar. and Sept., at office of Equitable Guarantee & Trust Co., of Wilmington, trustee of mortgage.

Dividends.—5 p. c. per annum, payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 25; gauge, 5 ft. 2 in.; 58 lb. and 90 lb. T and girder rail; 72 motor cars; Gen. Elec. dynamos, West. motors.

Officers.—Pres. John A. Rigg, V. Pres. H. C. Moore, Jr., Sec. & Treas. Thomas S. Bellah, Gen. Man. J. C. Lugar.

Directors.—John A. Rigg, Henry C. Moore, R. M. Carson, C. M. Clark, Preston Lea, W. W. Pusey, Thos. S. Bellah.

General Office, Delaware Ave. and Dupont St., Wilmington, Del.

References.—Description of road, Vol. IX, Feb., '93, p. 69 (ill.); operating detail, Vol. XIII, Feb., '97, p. 98; description of parks (brief), Vol. XIII, Mar., '97, p, 150.

Date of information, Feb., 1900. c x

Front & Union Street Passenger Railway Co.—Chartered 1881. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $300,000.

Plant and Equipment.—Miles of track (electric), 6.75; gauge, 5 ft. 2 in.; 32 lb. to 70 lb. T and girder rail.

Officers.—Pres. E. J. Moore, V. Pres. J. M. Colton, Sec. & Treas. T. S. Bellah.

Directors.—E. J. Moore, J. M. Colton, Sam'l C. Biddle, Edw. Bringhurst, Jr., J. P. Pyle, Willard Saulsbury, Alex. J. Hart.

General Office, Front and Union Sts., Wilmington, Del.

Date of information, Feb., 1900. x

Gordon Heights Railway Co.

Plant and Equipment.—Miles of track (electric), 2; gauge, 5 ft. 2 in.; 58 lb. T rail; 3 motor cars; West. motors, St. Louis cars.

Officers.—Pres. C. M. Clark, V. Pres. R. F. Fox, Sec. & Treas. C. A. Pearson, Jr.

General Office, Market & Ninth Sts., Wilmington, Del.

Date of information, May, 1899. c

Wilmington & New Castle Electric Railway Co.—This company owns a perpetual charter. It commenced operation in Mar., 1897. The company's charter permits it to carry passengers and freight, and it supplies electric light to the city of New Castle, and town of Farnhurst, Del.

Capital Stock, authorized and issued, $150,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000 (see Note); coupon, but may be registered; dated Aug. 1, 1896, due 1926; denom. $500 and $1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia., trustee of mortgage.

Debenture bonds $25,000; dated Aug. 1, 1897, due 1907; int. payable Feb. and Aug.

Note.—The mortgage provides that $2,000 per annum shall be passed to a sinking fund after Aug., 1901.

Dividend.—Feb. 1, 1900, 2 p. c.

Plant and Equipment.—Miles of track (electric), 7; 58 lb. T and 70 lb. girder rail; 14 motor cars, 2 freight cars, 1 snow plow; Gen. Elec. dynamos and motors.

Officers.—Pres. F. H. Treat, Sec. R. S. Martin, Treas. C. P. King.

Treasurer's Office, 721 Walnut St., Philadelphia, Pa.

Date of information, Feb., 1900. x

Elmsmere & Wilmington Electric Railway Co.—This road commenced operation Nov. 1, 1897.

Capital Stock, authorized, $300,000, issued, $50,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 2; gauge 5 ft. 2 in.; 2 motor cars; rent power.

Officers.—Pres. Daniel W. Taylor, V. Pres. W. W. Pusey, Sec. & Treas. W. J. Ellison.

General Office, Wilmington, Del.

Date of information, Feb., 1900. z

WILMINGTON, N. C.

Population in 1880, 17,350, in 1890, 20,056.

The Wilmington Street Railway Co.—Chartered Mar., 1887, for 50 years. Road opened July 17, 1888.

CAPITAL STOCK.—Common stock, $100,000; par value, $100 per share.

6 p. c. cumulative first preferred stock, $40,000; par value, $100 per share. This stock is part of $400,000 capital stock authorized.

6 p. c. cumulative second preferred stock, $60,000; par value, $100 per share. This stock is part of $400,000 capital stock authorized.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $150,000; dated Apr. 1, 1895, due 1920; int. payable Apr. and Oct.; trustee of mortgage, State Trust Co., of New York.

NOTE.—The present mortgage bond issue takes the place of a prior issue of $250,000, of which $25,000 only were sold, the remainder having been used as collateral. It is understood that the outstanding bonds of this prior issue have been retired and the mortgage cancelled.

OPERATION.—Year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Gross receipts.....	$	$36,934	$42,769	$45,253	$46,108
Operating expenses....		24,439	28,695	28,924	32,107
Earnings from operation	11,858	12,495	14,073	16,329	14,001

PLANT AND EQUIPMENT.—Miles of track, 6; operated by electricity, 4.5, by steam, 1.5; gauge, 4 ft. 8½ in.; 60 lb. T and girder rail; 13 cars, of which 11 are motor cars and 2 trail cars; Ball engines, Gen. Elec. dynamos and motors, Lewis & Fowler and Jackson & Sharp cars.

OFFICERS.—Pres. H. A. Whiting, Sec. & Treas. J. W. Martenis, Gen. Man. A. B. Skelding.

DIRECTORS.—H. A. Whiting, B. F. O'Connor, J. W. Martenis, T. A. McIntyre, C. A. Lieb, O. T. Crosby, J. H. Barnard.

REFERENCE.—Description of road, Vol. VIII, July,'92, p. 398 (ill.).

GENERAL OFFICE, Wilmington, N. C.

Date of information, Feb., 1900. z

WINDSOR, ONT.

Population of Windsor, Sandwich & Amherstburg (local estimates), 15,000.

Sandwich, Windsor & Amherstburg Railway Co.—Chartered 1873; charter amended in 1887 and 1891, and made perpetual.

CAPITAL STOCK, authorized, $500,000, issued, $315,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 56 lb. girder and T rail; 27 cars, of which 20 are motor cars and 7 trail cars; Brown & Robb engines, West. and Detroit dynamos and motors, Brill, Laclede, Ottawa and St. Louis cars, Brill trucks.

OFFICERS.—Pres. J. Coventry, V. Pres. G. M. Hendrie, Sec. J. M. Little, Treas. W. J. Pulling, Supt. R. R. Canfield, Elecn. Ernest Schultz, Ch. Engr. & Ch. Engr. of Power Station Irving Lloyd.

DIRECTORS.—John Coventry, John Davis, Wm. Hendrie, J. J. Thomson, Wm. J. McKee, Wm. J. Pulling, Geo. M. Hendrie, Jas. Anderson.

GENERAL OFFICE, Windsor, Ont.

Date of information, May, 1899. c

WINFIELD, KAN.

Population in 1880, 2,844, in 1890, 5,147.

Union Street Railway Co.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 6; gauge, 4 ft.; 35 lb. T and Johnson rail; 20 horses, 6 horse cars.

OFFICERS.—Owner, S. E. Compton, Supt. John Trezise.

GENERAL OFFICE, 7th Ave. and Main St., Winfield, Kan.

Date of information, Feb., 1900. z

WINNIPEG, MAN.

Population in 1881, 7,985, in 1891, 25,642, in 1899 (local estimates), 52,000.

Winnipeg Electric Street Railway Co.—Chartered and municipal franchises granted 1892, for 35 years. Annual meeting third Tuesday in Jan. The Winnipeg Street Ry. Co., the Manitoba Electric & Gas Light Co., and the North West Electric Co. have been amalgamated with this company.

CAPITAL STOCK, authorized and issued. $600,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 56 lb. T rail; 43 cars, of which 31 are motor cars and 12 trail cars; 1,000 H. P. station plant; Lawrie and Goldie & McCullough engines, Can. Gen. Elec. dynamos, Can. Gen. Elec. and West. motors, Toronto and Patterson & Corbin cars, Brill, Bemis and Fulton trucks.

OFFICERS.—Pres. Wm. McKenzie, V. Pres. Wm. Whyte, Sec. & Treas. F. M. Morse, Supt. H. J. Somerset.

GENERAL OFFICE, Portage Ave., Winnipeg, Man.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 46.

Date of information, May, 1899. c

WINONA, MINN.

Population in 1880, 10,208, in 1890, 18,208, in 1899, 23,000.

Winona Railway & Light Co.—This company, in Apr., 1896, bought the property of the Winona General Electric Co., which was sold to satisfy claims of bondholders.

CAPITAL STOCK, $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 motor cars; Ide and Ball engines, Gen. Elec. dynamos and motors, Northern cars.

OFFICERS.—Pres. Walter Abbott (Boston, Mass.), V. Pres. R. T. Payne, Sec. &Treas. E. L. Carr (Boston, Mass.), Gen. Man. S. B. Livermore, Ch. Engr. R. Paton.

GENERAL OFFICE, Winona, Minn.

Date of information, Feb., 1900. z

WINSTON, N. C.

Population of Winston and Salem in 1880, 4,194, in 1890, 10,729.

Winston-Salem Railway & Electric Co.—Chartered Jan. 27, 1891, for 90 years. Annual meeting third Monday in Oct. This is

a consolidation of the Winston Electric Light & Power Co. and the Winston-Salem Street Ry. Co. The charter conveys exclusive right of operation in Winston and Salem. The capital stock of this company is owned by the Fries Mfg. & Power Co.

CAPITAL STOCK, authorized, $700,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $450,000; dated Jan. 1, 1900, due 1940; denom., $1,000; int. payable Jan. and July, at office of The North American Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.75; gauge, 4 ft. 8½ in.; 70 lb. Johnson girder rail; 14 cars, of which 11 are motor cars and 3 trail cars; Ball engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. & Pur. Agt. H. E. Fries, V. Pres. Wm. A. Blair, Sec. & Treas. B. J. Pfohl, Gen. Man. F. A. Barr.

GENERAL OFFICE, Winston, N. C.

Date of information, Feb., 1900. x

WOODBRIDGE, N. J.

Population in 1880, 4,099, in 1890, 4,665.

Woodbridge & Sewaren Electric Street Railway Co.

CAPITAL STOCK, issued, $50,000, paid in, $10,000.

FLOATING DEBT, $43,628.

OPERATION.—Year ending Dec. 31,	1896.	1897.	1898.
Gross receipts	$3,029	$5,974	6,203
Operating expenses	3,620	7,146	4,933
Earnings from operation	*591	*1 172	1,270

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.7.

OFFICER.—Pres. C. W. Boynton.

Date of information, Feb., 1899. b

WOONSOCKET, R. I.

Population in 1880, 16,050, in 1890, 20,830.

Woonsocket Street Railway Co.—Chartered June 4, 1886.

CAPITAL STOCK, authorized, $200,000; issued, $140,000.

FUNDED DEBT, $200,000.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$31,573	$42,158	$51,305	$55,547	$57,882
Operating expenses	26,429	35,892	42,759	42,539	44,317
Earnings from operation.	5,144	6,266	8,546	13,008	13,365
Deduct's from earnings.					
Interest	8,533	9,934	15,038	16,042	17,492
Taxes	593	770	2,246	2,360	2,323
Other expenses		125	138	67	2,543
Net income	*3 982	*4,563	*8,875	*5,461	*8,993
Total deficit	25,531	32,332	41,211	46,672	55,598

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$200,768	$303,530	$326,657	$345,445	$345,895
" equipment	45,930	54,730	71,244	81,830	84,131
Other assets	1,038	7,371	10,963	11,747	12,180
Profit & loss (def.)	25,531	32,332	41,211	46,672	55,598
Total	$273,267	$397,963	$450,075	$485,694	$497,804
LIABILITIES.					
Capital stock	$100,000	$140,000	$140,000	$140,000	$140,000
Funded debt	160,000	200,000	200,000	200,000	195,000
Floating debt	13,267	57,963	110,075	145,694	162,804
Total	$273,267	$397,963	$450,075	$485,694	$497,804

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 35 lb. and 50 lb. T rail; 3 horses, 34 cars, of which 1 is a horse car, 26 are motor cars and 7 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. Edgar K. Ray, Sec. Willard Kent, Treas. Walter Whittlesey, Supt. H. M. Young.

DIRECTORS.—Edwd. H. Rathbun, Joseph G. Ray, Thos. Martin, Walter Whittlesey, Chelsea, Mass.; H. L. Whittlesey, Chas. H. Wilson, Boston, Mass.; Edgar K. Ray, Willard Kent, Woonsocket, Mass.

GENERAL OFFICE, 6 So. Main St., Woonsocket, R. I.

Date of information, July, 1899. b

WORCESTER, MASS.

Population in 1880, 58,291, in 1890, 84,655, in 1895, 98,800. The population of the three suburbs served by the street railway systems is, in 1899 (local estimates), 150,000.

Massachusetts Electrical Co.—It is stated that this company is to be incorporated by a syndicate represented by the Old Colony Trust Co., of Boston, for the purpose of consolidating and operating the electric street railways and the lighting and power companies of Worcester County and central Massachusetts.

The street railways which it is proposed to consolidate, with their capital stock, indebtedness, earnings and track mileage are here given:

	Capital Stock.	Bonded and other Indebt'n's.	Gross Earn'gs.	Miles of Track.
Worcester Cons. St. Ry. Co.	$850,000	$1,186,770	$610,153	53.0
Worcester & Suburban St. Ry. Co	542,500	395,209	156,944	23.5
Worcester & Marlboro St. Ry. Co	238,900	208,262	65,187	17.5
Worcester & Clinton St. Ry. Co	150,000	148,437	35,711	12.0
Warren, Brookfield & Spencer St. Ry. Co.	150,000	197,284	58,142	10.3
Leominster & Clinton St. Ry. Co	150,000	229,767	50,266	11.5
Worcester & Blackstone Valley St. Ry. Co.	60,000	*57,503	16,560	7.5
†Clinton & Hudson St. Ry. Co.	51,150	*57,000	———	8.5
Fitchburg & Suburban St. Ry. Co	50,000	49,000	22,596	5.0
Totals	$2,192,550	$2,480,236	$992,966	148.8

* No bonds. † Under construction.

Date of information, Mar., 1900. x

Worcester Traction Co.—Chartered 1893. This company was organized for the purpose of controlling various street railway properties in central Massachusetts through ownership of stock, and is not an operating company. The dividends upon its capital stock are derived from the surplus earnings, over and above interest charges, of the operating companies which it controls. in Mar., 1900, it was reported that this company was to be merged into the Massachusetts Electrical Co.

The company owns the entire capital stock of the Worcester Consolidated Street Ry. Co. (which see for report of operation).

Capital Stock.—Common stock, authorized and issued, $3,000,000; par value, $100 per share.

6 p. c. cumulative preferred stock, $2,000,000, redeemable at 105 and accrued dividend, on 30 days' notice by the company.

Funded Debt.—The Worcester Traction Co., as such, has no funded debt, but has guaranteed the debentures ($650,000) of the Worcester Consolidated Street Ry. Co.

Dividends on Preferred Stock.—In 1893, 3 p. c.; in 1894, 3 p. c.; in 1895, 6 p. c.; in 1896, 9 p. c.; in 1897, 1898 and 1899, 6 p. c.

Officers.—Pres. & Sec. T. C. Barr, V. Pres. C. H. Clark, Jr., Treas. E. J. Moore.

Directors.—Thos. C. Barr, Newark; C. H. Clark, Jr., Philadelphia; C. M. Wicker, New York; F. H. Dewey, Stephen Salisbury, A. H. Stone, and A. G. Bullock, Worcester.

General Offices, Worcester, Mass., and Newark, N. J.

References.—Description of power plant, Vol. IX, July, '93, p. 438, Vol. X, Jan., '94, p. 13 (ill.); financial and annual reports, Vol. IX, Aug., '93, p. 559.

Date of information, Feb., 1900. z

Worcester Consolidated Street Railway Co.—Chartered 1886. This company leases the property of the North End Street Ry. Co., for a term of 99 years from Aug. 1, 1895; also the property of the Worcester & Shrewsbury Street Ry. Co., for 99 years from July 1, 1896. In Mar., 1900, it was reported that this company was to be merged into the Massachusetts Electrical Co.

Capital Stock.—Authorized and issued, $700,000, all in treasury of Worcester Traction Co.

Funded Debt.—Debenture 4½ p. c. gold bonds, $650 000; coupon, but may be registered; dated Mar. 1, 1900, due 1920; denom. $1,000; int. payable Mar. and Sept., at agency of the company, in New York City.

Operation.—Year ending Sept. 30,

	1895.	†1896.	1897.	1898.	1899.
Rcpts. from passeng'rs.	$414,304	$484,995	$501,621	$530,259	$602,618
" other sources	6,195	6,380	7,235	7.614	7,535
" total	420,499	491.375	508,856	537 873	610,153
Operating expenses	309,787	371,530	380,597	394,253	439,160
Earn. from operation	110,712	119,845	128,259	143.620	170,993
Deduct from earnings.					
Interest charges	33,649	34,162	34,981	35.374	42,988
Taxes	17,867	18,373	19 152	20,305	34,556
Rentals	262	8,521	12,542	12,750	12,750
Other charges			5,217	3 896	5,448
Net income	58,933	58,789	56,367	71,295	75,251
Dividends paid	56,000	56,000	56,000	56,000	56,000
To surplus account	2,933	2,789	367	15,295	‡19,251
Total surplus account	98,334	101,123	101,490	116 785	116,337
P. c. op. exp. to tot. rec.	73.7	75.6	74.8	73.3	71.9
" dividends paid	8	8	8	8	8
Stock receiving divid's.	700,000	700,000	700,000	700,000	700,000

* Deficit. † Including the report of the Worcester & Shrewsbury Street Ry. Co. for 3 months, from July 1, 1896 (date of lease), to Sept. 30, 1896.

‡ $19,700 written off during year for depreciation.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$ 53,696	$ 50,730	$ 61,205
Maintenance of way and buildings	28,672	38,662	44,123
" " equipment	39,699	42,689	49,253
Transportation expenses	258,530	262,172	284,579
Total	$380,597	$394,253	$439,160

STATISTICS OF TRAFFIC.

Year ending Sept. 30.	1897.	1898.	1899.
Passengers carried	10,010,426	10 637,221	12,193,002
Car miles run	2,030,592	2,121,402	2,356,649
Total receipts per car mile	$.251	$.253	$.258
Operating expenses per car mile	.187	.187	.186

Balance Sheet.—Dated Sept. 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$1,061,836	$1,076,421	$1,089,772	$1,112,917	$1,228,011
" equip.	232,451	233,638	240 950	266,315	316,401
Cash & cur. as.	46,562	44,578	36,352	31,183	40,376
Real estate and other assets.	204,754	204,754	217,355	205 454	205,454
Miscellan's "					22,865
Total	$1,522,892	$1,545,603	$1,559,392	$1,615,869	$1,813,107
LIABILITIES.					
Capital stock	$ 700,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000
Funded debt	650,000	650,000	650,000	650,000	650,000
R'l est. mortg's					4.500
Floating debt	97,269	108,269	125,193	120,741	320.774
Acc'd liabilities			7,746	28 342	21.496
Profit and loss.	98,334	101,123	101,490	116,786	116.337
Total	$1,545,603	$1,559,392	$1.584.430	$1,615,869	$1,813,107

Plant and Equipment.—Miles of track (electric), 54.77; owned, 44, leased, 10.77; gauge, 4 ft. 8½ in.; 90 lb. girder rail; 161 motor cars; Lake Erie engines, Gen. Elec. and West. dynamos and motors, Laclede, Jones, Laconia and Stephenson cars.

Officers.—Pres. F. H. Dewey, V. Pres. A. Geo. Bullock, Sec. & Treas. A. H. Stone, Supt. J. N. Akarman, Ch. Engr. of Power Station W. W. M^ Kee, Elecn. T. S. Adams.

Directors.—A. Geo. Bullock, F. H. Dewey, T. C. Barr, Edw. J. Moore, A. H. Stone.

General Office, 15 Market St., Worcester, Mass.

References.—Annual report, Vol. VIII, Jan., '92, p. 23; Vol. X, Dec., '94, p. 814.

Date of information, Mar., 1900. b x z

Worcester & Suburban Street Railway Co.—This is a consolidation, on Feb. 1, 1895, of the Worcester, Leicester & Spencer Street Ry. Co. and the Worcester & Millbury Street Ry. Co. In Mar., 1900, it was reported that this company was to be merged into the Massachusetts Electrical Co.

Capital Stock, authorized and issued, $542,500; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated May 1, 1895, due 1915, but redeemable at 104 and interest after May 1, 1900; denom. $500; int. payable May and Nov., at International Trust Co. of Boston, trustee of mortgage.

Operation.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from pass	$133,657	$142,592	$142,749	$152,403	$155,096
" other sources	2,153	2,043	2,009	1,964	1,848
" total	135,810	144,635	144,758	154,367	156,944
Operat'g expenses	91,290	92,572	99,726	104,543	114,004
Earn. from opera'n	44,520	52,063	45,032	49,824	42,940
Deduct. from earns.					
Interest charges	10,824	13,629	14,530	15,099	17,436
Taxes	8,968	8,944	10,102	10,147	14,443
Other deductions.	3,794	2,854	2,170	5,025	6,848
Net income	20,934	26,636	18,230	19,553	4,213
Dividends paid	16,275	21,700	24,413	21,700	10,850
To surplus account.	4,659	4,936	*6,183	*2,147	*6,637
Total surplus acct.	13,346	18,282	12,099	9,953	3,316
Per cent op. exp. to total receipts	67.2	64.1	68.9	67.7	72.6
Stock receiving dividends	542,500	542,500	542,500	542,500	542,500

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$14,495	$13,056	$17,934	$ 18,387	$ 15,117
Transportation expenses	54,772	56,795	57,988	57,052	59,505
Main. of road and struct.	10,671	7,451	10,518	14,543	20,205
" " equipment	11,351	14,369	13,286	14,561	19,177
Total	$91,290	$92,572	$99,726	$104,543	$114,004

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	3,101,367	3,084,405	3,275,611	3,259,470
Car miles run	619,408	642,615	714,529	735.965
Total receipts per car mile	$.234	$.225	$.216	$.213
Oper. expenses per car mile.	.150	.155	.146	.155

Balance Sheet.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$397,487	$398,993	$408,822	$409,453
" equipment	190,571	191,201	191,898	206,935
Other permanent invest.	212,498	212,382	218,042	218,045
Cash and current assets	18,540	19,108	17.317	23,912
Other assets	10,660	10,997	38,977	82,681
Total	$829,757	$832,680	$875,056	$941,026
LIABILITIES.				
Capital stock	$542,500	$542,500	$542,500	$542,500
Funded debt	186,500	186,500	200,000	200,000
Loans and bills payable	78,535			
Current liabilities		87,643	118,385	187,163
Int. accr'd and not yet due.	3,940	3.937	4,218	8,047
Profit and loss (surplus)	18,282	12,099	9.953	3,316
Total	$829,757	$832,680	$875,056	$941,026

Plant and Equipment.—Miles of track (electric), 23.34; gauge, 4 ft. 8½ in.; 48 lb. and 70 lb. T rail; 46 motor cars; Gen. Elec. and West. dynamos and motors.

Officers.—Pres. & Gen. Man. Samuel E. Winslow, Sec. & Treas. Thos. T. Robinson, Gen. Counsel B.W. Potter, Supt. John B. Gorman.

Directors.—W. F. Whittemore, Leicester, Mass.; Sam'l E. Winslow, Henry B. Wellington, Geo. A. Smith, Worcester, Mass.; Isaac L. Prouty, Spencer, Mass.; Thos. T. Robinson, Boston, Mass.; H. M. Goddard, Millbury, Mass.

General Office, 8 Portland St., Worcester, Mass.

References.—Description of road, Vol. VII, Sept.,'91, p. 475; Vol. VII, Oct., '91, p. 505 (ill.); annual report, Vol. IX, Dec., '93, p. 842; Vol. X, Dec., '94, p. 814; increase of stock, Vol. IX, Aug., '93, p. 558; annual report, Vol. IX Jan., '93, p. 842.

Date of information, Mar., 1900. b z

Worcester & Marlborough Street Railway Co.—This road commenced operation July 1, 1897. In Mar., 1900, it was reported that this company was to be merged into the Massachusetts Electrical Co.

Capital Stock, authorized, $240,000; issued, $238,900; par value $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $200,000; dated Oct. 1, 1897, due 1917; denom. $1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston Mass., trustee of mortgage.

Operation.—	3 mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Year ending Sept. 30, 1899.
Receipts from passengers	$22,846	$64,788	$64,128
" " other sources	295	843	1,060
" total	23,141	65,631	65,188
Operating expenses	10,939	42,776	44,541
Earnings from operation	12,203	22,885	20,647
Deductions from earnings.			
Interest		10,733	10,568
Taxes	279	3,198	3,300
Net income	11,924	8,924	6,779
Dividends paid			6,000
To surplus account			779
Total surplus	11,924	23,957	*13,952

*$10,895 charged off during 1899 for depreciation.

OPERATING EXPENSES.	3 mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Year ending Sept. 30, 1899.
General expenses	$ 3.210	$ 8,252	$ 7,182
Maintenance of way and buildings	453	4.527	6,315
" " equipment	650	3,280	4,759
Transportation expenses	6,626	26,617	26,285
Total	$10,939	$42,776	$44,541

STATISTICS OF TRAFFIC.	3 mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Year ending Sept. 30, 1899.
Passengers carried	463,749	1,229,738	1,205,415
Car miles run	111,600	342,877	319,997
Total receipts per car mile	$.207	$.191	$.203
Operating expenses per car mile	.098	.125	.139

Please note date of information at end of each report.

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.
Cost of road and equipment	$327,643	$325,905	$351,686
Land and buildings	5,142	124,359	95,388
Cash and current assets	6,948	3,559	12,289
Other assets	1,316	3,096	1,751
Total	$341,049	$456,919	$461,114
LIABILITIES.			
Capital stock	$200,000	$200,000	$238,900
Funded debt		200,000	200,000
Current liabilities	122,372	32,962	5 000
Accrued liabilities	6,753		3,262
Profit and loss (surplus)	11,924	23,957	13,952
Total	$341,049	$456,919	$461,114

Plant and Equipment.—Miles of track (electric), 18; gauge 4 ft. 8½ in.; 56 lb. T and 90 lb. girder rail; 20 motor cars; 1,350 H. P. station plant; Green engines, Gen. Elec. dynamos and motors; Newburyport cars, Peckham trucks.

Officers.—Pres. G. Henry Whitcomb, (Worcester); V. Pres. Otis E. Putnam, Treas. S. Reed Anthony, (Boston); Gen. Man. E. P. Shaw, Jr., (Newburyport); Supt. B. L. Dickerson, Ch. Engr. E. R. Swift.

Directors.—Philip S. Saltonstall, Otis E. Putnam, John C. MacInnes, G. Henry Whitcomb, C. O. Green, George L. Smith, W. A. Tucker, S. Reed Anthony, A. D. McClellan.

General Office, Northborough, Mass. Treasurer's office, 53 State St., Boston, Mass.

Reference.—Issue of bonds, Vol. XIV, Feb., '98, p. 84.

Date of information, Dec., 1899. b

Worcester & Clinton Street Railway Co.—This road commenced operation Dec. 1, 1898. In Mar., 1900, it was reported that this company was to be merged into the Massachusetts Electrical Co.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $115,000; dated Jan. 1, 1899, due 1919.

OPERATION.—Period from Dec. 1, 1898, to Sept. 30, 1899.

Receipts from passengers	$33,295
" " other sources	2,416
" total	35,711
Operating expenses	23,854
Earnings from operation	9,857
Deductions from earnings.	
Interest	4,765
Taxes	310
Net income	6,782
To surplus account	6,782

OPERATING EXPENSES.

Period from Dec. 1, 1898, to Sept. 30, 1899.

General expenses	$ 3,062
Maintenance of road and buildings	3,286
" " equipment	2,100
Transportation expenses	15,406
Total	$23,854

STATISTICS OF TRAFFIC.

Period from Dec. 1, 1898, to Sept. 30, 1899.

Revenue passengers carried	819,266
Car miles run	197,705
Total receipts per car mile	$.180
Operating expenses per car mile	.120

BALANCE SHEET.—Dated Sept. 30, 1899.

Assets.		Liabilities.	
Cost of road	$220,326	Capital stock	$150,000
" equipment	33,865	Funded debt	115,000
Other permanent invest's	48,246	Current liabilities	32,000
Cash and current assets	2,005	Accrued interest	1,438
Miscellaneous assets	778	Profit and loss (surplus)	6,782
Total	$305,220	Total	$305,220

PLANT AND EQUIPMENT.—Miles of track (electric), 11.9; gauge, 4 ft. 8½ in.; 13 motor cars.

OFFICERS.—Pres. A. S. Paton, V. Pres. J. Marble, Sec. & Treas. W. R. Dame, Supt. J. W. Ogden.

DIRECTORS.—Alexander S. Paton, Jerome Marble, Wm. S. Reed, Geo. R. Damon, T. S. Johnson, Horace Wyman, W. R. Dame.

GENERAL OFFICE, 36 High Street, Clinton, Mass.

Date of information, Mar., 1900. b z

Worcester & Webster Street Ry. Co.—This company placed its road in operation about Dec. 1, 1899.

CAPITAL STOCK, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $150,000.

PLANT AND EQUIPMENT—Mile of track (electric), 18; gauge, 4 ft. 8½ in.; 60 lb. T rail, 15 motor cars, 2-555 K. W. West. generators, West. motors, Laconia cars and trucks.

OFFICERS.—Pres. Julius Garst, V. Pres. Fredk. Thayer, Sec. E. S. Hill, Treas. W. A. Bailey, Pur. Agt. E. Comm, Supt. F. Miller, Ch. Engr. H. W. Culver.

GENERAL OFFICE, 518 Main St., Worcester, Mass.

Date of information, Dec., 1899. b

XENIA, O.

Population in 1880, 7,026, in 1890, 7,301.

Rapid Transit Co. of Ohio.—Chartered to build an electric railway from Xenia to Dayton, a distance of about fifteen miles. This road was in full operation Mar. 1, 1900, and an extension to Cedarville, 8 miles, was then under construction.

CAPITAL STOCK, $300,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $300,000; dated Feb. 25, 1899, due May 1, 1919; denom., $1,000; int. payable May and Nov.; trustee of mortgage, Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia.

OFFICERS.—Pres. Frederick H. Treat, Philadelphia, Pa.; V. Pres. J. W. Neff, Sec. Marcus Shoup. Supt. W. A. Heller.

Date of information, Mar., 1900. z

YARMOUTH, N. S.

Population, in 1894, about 6,500.

Yarmouth Street Railway Co.

CAPITAL STOCK, authorized and issued, $54,500.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft.; 45 lb. T rail; 5 cars, of which 4 are motor cars and 1 trail car; Burrell-Johnson engines, Gen. Elec. dynamos and motors, Patterson & Corbin cars.

OFFICERS.—Pres. R. Caie, V. Pres. John Lovitt, Sec. Treas. & Gen. Man. B. B. Law, Supt. Geo. E. Perry, Ch. Engr. & Elecn. Judson Skinner.

Date of information, May, 1899. c

YONKERS, N. Y.

Population in 1880, 18,892, in 1890, 32,033.

The Yonkers Railroad Co.—Chartered Mar. 30, 1896, as a consolidation of the Yonkers R. R. Co., the North & South Electric Ry. Co. and the Yonkers & Tarrytown Electric R. R. Co. Annual meeting second Monday in Jan. The capital stock of this company is owned by the Union Ry. Co., of New York City, and the road is part of the system of the Third Ave. R. R. Co., who guarantee the principal and interest of the bonds, $1,000,000.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated Apr. 1, 1896, due 1946; int. payable Apr. and Sept.

OPERATION.—Year ending	Dec. 31, 1896.	June 30, 1897.	June 30, 1898.	June 30, 1899.
Receipts from pass.	$101,826	$104,671	$115,851	$153,560
" other sources	675		416	1,085
" total	102,501	104,671	116,267	154,645
Operating expenses	69,282	80,365	78,582	109,714
Earnings from operation	33,219	24,305	37,685	44,931
Deductions from earnings.				
Interest on bonds	26,360	30,000	30,000	50,000
" " loans			1,405	598
Taxes	3,626	4,627	4,580	6,621
Other deductions	4,148			
Net income	†915	†10,321	1,700	*12,288
Total deficit		11,485	9,785	28,179

† Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.
General expenses	$12,118	$11,924	$ 22,428
Maintenance of way and building	4,397	3,068	7,172
" " equipment	15,615	13,931	16,594
Transportation expenses	48,235	49,659	63,520
Total	$80,365	$78,582	$109,714

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.
Passengers carried	2,091,422	1,803,740	2,369,239
Transfer passengers carried (estim'd)			700,000
Car miles run	556,750	887,120	737,485
Total receipts per car mile	$.188	$.130	$.209
Operating expenses per car mile	.144	.088	.121

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.
Cost of road and equipment	$1,221,735	$1,999,011	$2,062,787
Current assets	25	4,875	482
Cash assets	650	666	4,578
Materials and supplies		656	508
Profit and loss (deficit)	11,485	9,785	28,179
Total	$1,233,895	$2,014,993	$2,096,534
LIABILITIES.			
Capital stock	$ 600,000	$1,000,000	$1,000,000
Funded debt	600,000	970,000	1,000,000
Loans and bills payable			78,009
Interest on funded and unfunded debt	7,500	7,500	12,500
Accounts payable	7,054	4,033	6,025
Other liabilities	19,341	33,460	
Total	$1,233,895	$2,014,993	$2,096,534

PLANT AND EQUIPMENT.—Miles of track (electric), 18.57; gauge, 4 ft. 8½ in.; 65 lb. to 90 lb. T, tram and girder rail; 34 motor cars; Ball & Wood engines, Gen. Elec. dynamos, Gen. Elec. and Steel motors, Stephenson and Brill cars.

OFFICERS.—Pres. Edward A. Maher, V. Pres. A. J. Elias, Sec. & Treas. Thos. W. Alcott, Supt. W. C. Callaghan.

DIRECTORS.—Edward A. Maher, Henry Hart, J. E. Parsons, Edward Lauterbach, Albert Elias, Chas. Remsen, Henry Iden, D. C. Andrews, G. H. Leavitt.

GENERAL OFFICE, 204 E. 128th St., N. Y. City, N. Y.

REFERENCES.—Description of road, Vol. VIII, July, '92, p. 391 (ill.); description of boiler room, Vol. VIII, Aug., '92, p. 458 (ill.).

Date of information, Dec., 1899. b

YORK, PA.

Population, in 1880, 13,940, in 1890, 20,794, in 1899, about 28,000.

York Street Railway Co.—Chartered Feb. 8, 1886. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $200,000, issued, $166,300; par value, $50 per share. Dividends payable Jan. and July.

FUNDED DEBT, $140,000.

OPERATION.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$47,091	$56,273	$51,268	$55,842	$60,886
" other sources	1,413	1,350	1,130	795	325
" total	48,504	57,623	52,398	56,637	61,211
Operating expenses	36,954	42,557	42,817	40,457	41,592
Earnings from operation	11,550	15,066	9,581	16,180	19,619
Deductions from earnings.					
Interest		2,417	6,125	6,608	6,930
Taxes		3,626	3,357	446	3,374
Other deductions			425	1,006	1,417
Net income		9,023	*326	8,120	7,898
Dividends paid		6,658	4,994	4,116	6,652
To surplus account		2,365	*5,320	4,004	1,246
Total surplus	2,020	4,415	*904	3,055	4,302

*Deficit.

DIVIDENDS, in 1894, 6½ p. c., in 1897, 3 p. c., in 1898, 2½ p. c., in 1899, 4 p. c.

BALANCE SHEET—Dated June 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road	$159,968	$170,214	$174,290	$176,822	$178,776
" equipment	82,731	89,488	92,311	92,438	92,755
Real estate	29,492	30,025	31,614	31,954	31,954
Cash assets	4,457	3,688	7,876	8,699	7,517
Supplies	1,148	1,916	2,906	3,142	3,100
Profit and loss (deficit)			904		
Total	$277,796	$295,331	$309,901	$313,055	$314,102
LIABILITIES.					
Capital stock	$165,300	$165,800	$165,800	$165,800	$166,300
Funded debt			130,000	137,200	140,000
Bills payable	110,000	120,000		7,000	3,500
Other liabilities	476	5,116	14,101		
Profit and loss (surplus)	2,020	4,415		3,055	4,302
Total	$277,796	$295,331	$309,901	$313,055	$314,102

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 45 lb. to 70 lb. girder and T rail; 1 horse; 34 cars, of which 28 are motor cars and 6 trail cars; Russell-Corliss engines, Gen. Elec. and West. dynamos and motors, Brill, Lamokin and Jackson & Sharp cars, Brill trucks.

OFFICERS.—Pres. W. H. Lanius, V. Pres. Grier Hersh, Sec. G. S. Schmidt, Treas. & Pur. Agt. Chas. H. Mayer, Supt. J. H. Mellinger, Elecn. Frank Connelly.

DIRECTORS.—W. H. Lanius, J. W. Stacey, G. Hersh, John Fahs, Geo. P. Smyser, Logan A. Marshall, H. H. Weber.

GENERAL OFFICE, Rupp Bldg., Centre Sq., York, Pa.

Date of information, Mar., 1900. b z

YOUNGSTOWN, O.

Population in 1880, 15,435, in 1890, 33,220, in 1895, 40,000.

Mahoning Valley Railway Co.—Chartered in 1896 as an actual consolidation of the Youngstown Street Ry. Co. and the Mahoning Valley Electric Ry. Co. This company controls the capital stock of the Mineral Ridge & Niles St. Ry. Co., of Niles, O., and the Trumbull Electric R. R. Co., of Warren, O., and operates under contract the property of the Mahoning Valley Southeastern Ry. Co.

CAPITAL STOCK, $1,500,000.

FUNDED DEBT.—Mahoning Valley Electric Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized, $1,200,000; issued $600,000; dated July 1, 1897, due 1917; denom., $1,000; int. payable Jan. and July at office of Central Trust Co., New York City, trustee of mortgage.

Youngstown St. Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated May 1, 1891, due 1911; denom., $1,000; int. payable May and Nov. at office of Central Trust Co., New York City, trustee of mortgage. These bonds may be called at par after May 1, 1901.

PLANT AND EQUIPMENT.—Miles of track (electric), 27; gauge, 4 ft. 8½ in.; 48 lb. to 70 lb. T and girder rail; 42 motor cars; Hamilton-Corliss engines, Gen. Elec. and West. dynamos and motors; B. & S., Pullman, Gilbert and Newcastle cars.

OFFICERS.—Pres. M. A. Verner, Pittsburg; 1st V. Pres. C. F. Clapp, 2d V. Pres. B. F. Miles, Sec. John E. McVey, Treas. Gen. Man. & Pur. Agt. A. A. Anderson, Supt. Ch. Engr. & Elecn. George Beatty.

DIRECTORS.—James Parmelee, G. E. Herrick, J. G. Butler, Jr., W. H. Lawrence, B. F. Miles, C. F. Clapp, R. G. Sykes, A. A. Anderson.

GENERAL OFFICE, West Federal St., Youngstown, O.

REFERENCES.—Description of parks (brief), Vol. XIII, Feb., '97, p. 94; freight and express line, Vol. XIV, Feb., '98, p. 81 (ill.).

Date of information, Mar., 1900. z

Youngstown, Park & Falls Street Railway Co.—This road is not yet in operation. Chartered 1893, for 50 years; municipal franchise granted in 1896, for 25 years. Annual meeting Sept. 1.

CAPITAL STOCK, authorized and issued, $200,000,

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $200,000, issued, $150,000; coupon, but may be registered; dated Dec. 31, 1898, due 1918; denom. $1,000; int. payable at office of Mercantile Trust Co., of Pittsburgh, Pa., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.11; gauge, 4 ft. 8½ in.; 45 lb. T and 68 lb. to 90 lb. girder rail.

OFFICERS.—Pres. S. C. Grier, Sec. & Treas. C. W. Dahlinger, Supt. A. K. Ashworth.

DIRECTORS.—H. G. Hamilton, W. H. Park, John R. Murphy, Chas. W. Dahlinger, Jos. Hastings, Robert McAfee, S. C. Grier.

GENERAL OFFICE, Youngstown, O.

Date of information, May, 1899. c

NEW CORPORATION.

Mahoning Valley Southeastern Railway Co.—This road was placed in operation Nov. 10, 1899, being operated under contract by the Mahoning Valley Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5.

OFFICERS.—Pres. John E. McVey, V. Pres. H. M. Robinson, Sec. C. Y. McVey, Treas. & Gen. Man. A. A. Anderson.

DIRECTORS.—John E. McVey, A. A. Anderson, A. L. Rowland, H. M. Robinson, C. Y. McVey.

GENERAL OFFICE, Youngstown, O.

Date of information, Mar., 1900. z

ZANESVILLE, O.

Population in 1880, 18,113, in 1890, 21,009, in 1897 (local estimates), 27,000.

Zanesville Electric Railway Co.—Chartered Jan., 1899, as the successor to the Zanesville Ry. & Electric Co., which was chartered July 9, 1896, and was sold at receivers sale.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 4 p. c. gold coupon bonds, authorized, $300,000, and issued, $250,000; dated Feb. 1, 1899, due

Please note date of information at end of each report.

1919; denom. $1,000; int. payable Feb. and Aug., at office of International Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Feb. 3, 1899.

Gross receipts	$43,513
Operating expenses	33,593
Earnings from operation	9,920

BALANCE SHEET.—Dated Feb. 3, 1899.

Assets.		Liabilities.	
Cost of road and equip.	$550,000	Capital stock	$300,000
Cash	4,510	First mortgage bonds	300,000
Treasury bonds	50,000	Profit and loss (surplus)	4,510
Total	$604,510	Total	$604,510

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 50 lb. girder and T rail; 31 cars, of which 20 are motor cars and 11 trail cars; Gen. Elec. dynamos and motors, Lamokin cars.

OFFICERS.—Pres. T. T. Robinson, V. Pres. J. M. Graham, Treas. W. B. Cosgrove, Sec., Gen. Man. & Pur. Agt. C. W. Foote, Elecn. A. A. Benn.

DIRECTORS.—T. T. Robinson, J. M. Graham, C. W. Foote, W. B. Cosgrove, Wm. Christy.

REFERENCES.—Description of road, Vol. XIII, Feb., '97, p. 83 (ill); description of parks, Vol. XIII, Feb., '97, p. 94; receivership, Vol. XIV, Feb., '98, p. 84 (ad.).

Date of information, May, 1899. z

ADDENDA.

The following information and corrections have been received too late for publication in the body of AMERICAN STREET RAILWAY INVESTMENTS.

BIDDEFORD, ME.

Biddeford & Saco Railroad Co.—It is reported that this road has passed to the control of the Portland R. R. Co.

NEW OFFICERS.—Pres. & Treas. Chas. H. Prescott, Gen. Man. E. A. Newman, Portland; Supt. W. A. Worthing, Ch. Engr. T.W. Greene.

NEW DIRECTORS.—Chas. H. Prescott, Carlos Heard, Biddeford; H. P. Garland, Saco; Wm. G. Davis, Wm. Wood, Portland.

ADVISORY COMMITTEE.—Wm. A. Wheeler, Jos. S. Ricker, Chas. F. Libby, A. Whitney, E. A. Newman, all of Portland.

Date of information, Mar., 1900. x

For further information see page 24.

CHATTANOOGA, TENN.

Chattanooga Rapid Transit Co. (Later report)—This company's lines run from National Cemetery, Highland Park, Orchard Knob, Avondale, Ridgedale, East Lake, Rossville and Chickamauga Park.

CAPITAL STOCK, authorized and issued, $350,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated Feb. 1, 1900, due 1925; denom. $1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 21.5; gauge, 4 ft. 8½ in.; 60 lb. T and 90 lb. girder rail; 1 Siemens & Halske 550 K. W., 1 West. 115 K. W. and 1 Gen. Elec. 100 K. W. generators; 1350 H. P. engine, 6-150 H. P. boilers, West. and Gen. Elec. motors, St. Louis and Jackson & Sharp cars.

Date of information, Mar., 1900. z

For additional information see page 55.

CHICAGO, ILL.

North Chicago Street Railroad Co.

FUNDED DEBT.—6 p. c. certificates of indebtedness, dated Jan. 4, 1895, reported on page 57 should read, $1,558,000.

NEW OFFICER.—Sec. & Treas. M. B. Orde.

NEW DIRECTORS.—F. E. Smith, L. R. Altemus, Daniel T. Hunt, John A. Rose, M. B. Orde.

Date of information, Mar., 1900. z

For additional information see page 57.

West Chicago Street Railroad Co.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, dated May 1, 1888, reported on page 57 should read, outstanding, $3,896,000.

Consolidated mortgage 5 p. c. bonds, dated Nov. 1, 1896, reported on page 57 should read, issued, $6,104,000; in escrow, $3,896,000.

Chicago Passenger Ry. Co.'s consolidated mortgage 5 p.c. bonds, dated Nov. 1, 1896, reported on page 57 should read, issued, $1,600,000; in escrow, $400,000, to retire Chicago Passenger Ry. Co.'s first mortgage 6 p. c. bonds, due 1903.

NEW OFFICER.—Treas. M. B. Orde.

NEW DIRECTORS.—F. E. Smith, L. R. Altemus, Daniel T. Hunt, John A. Rose, M. B. Orde.

GENERAL OFFICE, 444 No. Clark St.

Date of Information, Mar., 1900. z

For additional information see page 57.

COLUMBUS, GA.

Columbus Railroad Co.—This company acquired the property of the Brush Electric Light & Power Co., of Columbus, in Mar., 1898, not 1896 as reported on page 69.

OPERATION (Later report).—Year ending Dec. 31, 1899.

Receipts from passengers	$35,857
" " freight	10,504
" " lighting plant	42,023
" " other sources	2,196
Total receipts	90,580
Operating expenses, including taxes	59,398
Earnings from operation	31,182
Interest on bonds	21,770
Net income	9,412
Total surplus account	75,035

BALANCE SHEET,—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Cost of properties and equipment	$992,307	Capital stock	$250,000
Cash	11,426	Funded debt	680,000
Bills and accounts receivable	4,719	Accrued interest	5,442
Material and supplies	1,932	Bills and accounts payable	2,907
Other assets	3,000	Profit and loss (surplus)	75,035
Total	$1,013,384	Total	$1,013,384

NEW OFFICERS.—Pres. John F. Flournoy, Columbus, Ga.; V. Pres. J. Wainwright, Philadelphia; Sec. & Treas. Samuel L. Harman, New York.

NEW DIRECTORS.—J. F. Flournoy, J. H. Henderson, L. F. Gerrard, F. U. Gerrard, Columbus; W. D. Stratton, E. J. Kelly, New York; J. Wainwright, Philadelphia.

Date of information, Mar., 1900. z

For additional information see page 69.

DENVER, COL.

Denver City Tramway Co.—Chartered Mar. 3, 1899. Annual meeting third Tuesday in Feb.

FUNDED DEBT.—NOTE.—To be read as part of the description of the consolidated mortgage, dated Oct. 1, 1893, given in report of this company under "Funded Debt" on page 79.

Consolidated mortgage 5 p. c. gold bonds, authorized, $4,000,000; issued, $1,167,000 (of which $625,000 are outstanding and $542,000 are held in treasury); held in escrow to retire all prior liens, $2,670,000; $163,000 of these bonds cannot be issued.

OPERATION (Later report).—Year ending Dec. 31, 1899.

Receipts from passengers	$1,038,279
" " other sources	11,854
" total	1,050,133
Operating expenses	677,049
Earnings from operation	373,084
Deductions from earnings.	
Interest on funded debt	217,755
" " floating debt	22,349
Taxes (apportioned)	34,633
Net income	98,347
By profit and loss, balance	1,967
To surplus account	100,314

BALANCE SHEET.—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Cost of road and equipment	$10,694,362	Capital stock	$5,000,000
Stock and bonds of other companies	1,028,756	Funded debt	5,837,000
Cash	119,907	Paving bonds (in 4 annual payments)	49,840
Material and supplies	88,751	Trust notes (Den.Con. Tramway Co.)	278,000
Bills and accounts receivable	17,336	Bills payable	455,500
Hospital fund	205	Accounts payable	176,696
Apportioned accounts (paid in advance)	5,218	Accrued interest	34,007
		Miscellaneous accts	11,187
		Apportioned accounts (cable fund)	11,991
		Prof. and loss (surplus)	100,314
Total	$11,954,535	Total	$11,954,535

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track, 146; electric, 113.45; cable, 30.08; horse, 2.47; gauge, 3 ft. 6 in. and 4 ft. 8½ in.; 30 to 72 lb. T rail; 433 cars, of which 182 are motor cars, 62 grip cars, 160 trail cars and 29 miscellaneous cars; 21 engines as follows: 4 Hamilton-Corliss, 2 Wetherill-Corliss, 1 Reynolds-Corliss, 2 Wright, 1 Kendry & Meyer, 8 Armington & Sims, 2 Rice Automatic and 1 Ball Automatic; Thomson-Houston, Gen. Elec. and West. generators and motors; Brill, Weeber, St. Louis and Laclede cars; Brill and McGuire trucks.

NEW OFFICERS.—Audr. N. C. Jelliff, Supt. C. K. Durbin, Pur. Agt. C. F. Musgrove, Ch. Engr. J. A. Beeler.

NEW DIRECTORS.—Rodney Curtis, Wm. G. Evans, Wm. N. Byers, Geo. E. Ross-Lewin, Wm. F. McClelland, James H. Blood, C. B. Whitehead, C. F. Musgrove, S. M. Perry.

Date of information, Mar., 1900. z

For further information and map of road see page 79. For references see Denver Con. Tramway Co., page 80.

DOYLESTOWN, PA.

Bucks County Railway Co—The properties of this company were sold at foreclosure Mar. 14, 1900, and were purchased, it is believed, in the interests of the Union Traction Co., of Philadelphia, with whose lines it makes connection at Willow Grove.

Date of information, Mar., 1900. x

For additional information see page 83.

EASTON, PA.

Easton, Palmer & Bethlehem Street Ry. Co. (Later report).

OPERATION.—Year ending Dec. 31, 1899.

Gross receipts	$58,401
Operating expenses	32,274
Earnings from operation	26,127
Deductions from earnings.	
Interest	10,000
Taxes	3,504
To surplus account	12,623
Total surplus account	14,945

BALANCE SHEET.—Dated Dec. 31, 1899.

Assets.		Liabilities.	
Cost of road	$310,774	Capital stock	$200,000
Cost of equipment	70,980	Funded debt	200,000
Cost of other permanent property	43,178	Loans	13,838
Cash	1,716	Bills payable	2,971
Bills receivable	2,494	Profit an loss (surplus)	14,945
Other assets	2,612		
Total	$431,754	Total	$431,754

Date of information, Mar., 1900. z

For further information see page 86.

JERSEY CITY and NEWARK, N. J.

Consolidated Traction Co.

NEW PRESIDENT AND DIRECTOR.—E. F. C. Young, in place of B. M. Shanley (deceased).

Date of information, Mar., 1900. x

For further information see page 123.

LA CROSSE, WIS.

La Crosse City Railway Co. (Later report).

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $175,000; issued, $132,000; denom. $1,000; int. payable Jan. and July, at office of Northern Trust Co., Chicago, Ill., trustee of mortgage.

OPERATION.—Year ending Dec. 31, 1899.

Receipts from passengers	$57,585
" " other sources	2,244
" total	59,829
Operating expenses including fixed charges	31,894
Net income	17,935
Dividends paid	14,000
To surplus account	$3,935

NEW OFFICER.—Treas. R. C. Whelpley.

Date of information, Mar., 1900. z

For additional information see page 129.

Please note date of information at end of each report.

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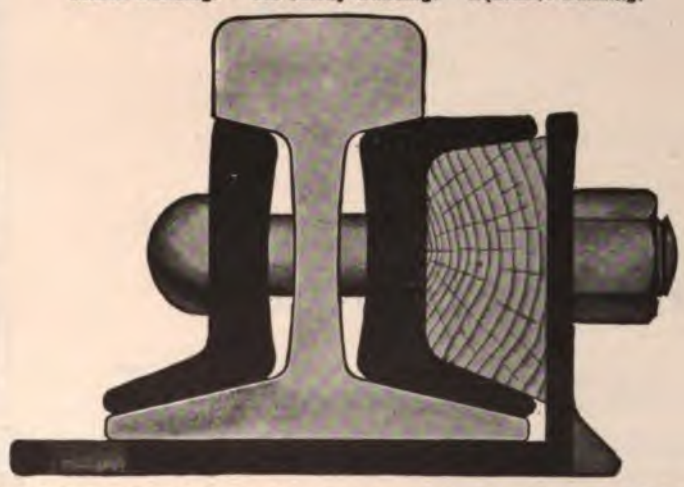

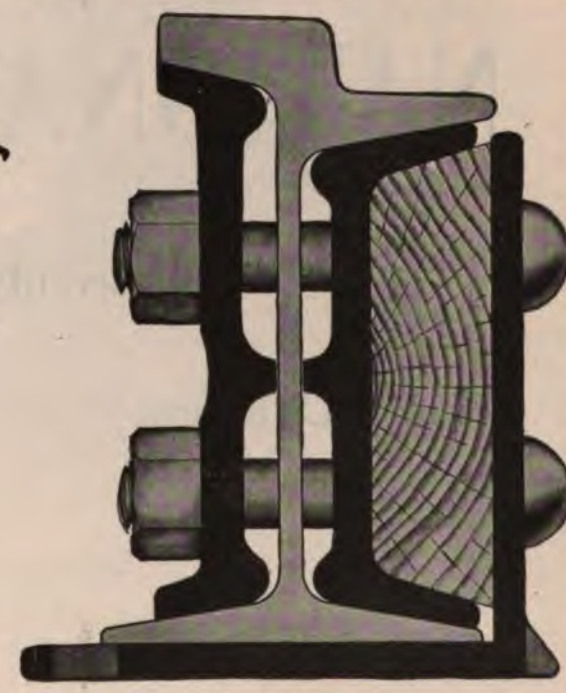

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Syracuse, Lakeside & Baldwinsville Ry. Co., Syracuse, N. Y.
Binghamton R. R. Co., Binghamton, N. Y.
Lake Ontario & Riverside Ry. Co., Oswego, N. Y.
Troy City Ry. Co., Troy, N. Y.
Auburn City Ry. Co., Auburn, N. Y.
Middletown-Goshen Traction Co., Middletown, N. Y.
Staten Island Midland R. R. Co., Stapleton, N. Y.
Staten Island Electric R. R. Co., New Brighton, N. Y.
Van Brunt Street & Erie Basin Ry. Co., Brooklyn, N. Y.
Peekskill Traction Co., Peekskill, N. Y.
Citizens' St. Ry. Co., Fishkill-on-Hudson, N. Y.
Bennington & Hoosic Valley Ry. Co., Hoosic Falls, N. Y.
Albany & Hudson Ry. & Power Co., Hudson, N. Y.
Consolidated Traction Co., Jersey City and Newark, N. J.
Plainfield Street Railway Co., Plainfield, N. J.
Passaic & Newark Electric Traction Co., Passaic, N. J.
Suburban Traction Co., Orange, N. J.
The New Jersey Electric Railway Co., Hoboken, N. J.
North Hudson County Ry. Co., Hoboken, N. J.
Paterson Ry. Co., Paterson, N. J.
Elizabeth City Horse R. R. Co., Elizabethport, N. J.
North Jersey St. Ry. Co., Jersey City, N. J.
Elizabeth City R. R. Co., Elizabeth, N. J.
Atlantic Highlands, Red Bank & Long Branch Electric Railway, Red Bank, N. J.
Westfield & Elizabeth St. Ry. Co., Plainfield, N. J.
Perth Amboy Railroad Co., Perth Amboy, N. J.
Central Ry. & Electric Co., New Britain, Conn.
Waterbury Traction Co., Waterbury, Conn.
Fairhaven & Westville R. R. Co., New Haven, Conn.
Hartford & West Hartford H. R. R. Co., Hartford, Conn.
New Haven St. Ry. Co., New Haven, Conn.
New Haven & Centreville St. Ry. Co., New Haven, Conn.
Winchester Ave. St. Ry. Co., West Haven, Conn.
Hartford St. Ry. Co., Hartford, Conn.
Meriden Electric R. R. Co., Meriden, Conn.
Norwalk Tramway Co., South Norwalk, Conn.
Meriden, Southington & Compounce Tramway Co., Meriden, Conn.
Fitchburg & Leominster Street Ry. Co., Fitchburg, Mass.
Fall River St. Ry. Co., Fall River, Mass.
Linwood St. Ry. Co., Whitinsville, Mass.
Rutland Street Railway Co., Rutland, Vt.
Springfield Electric Ry. Co., Springfield, Vt.
City Passenger Ry. Co., Altoona, Pa.
Allentown & Lehigh Valley Traction Co., Allentown, Pa.
Altoona & Logan Valley Electric Ry. Co., Altoona, Pa.
Cleveland, Painesville & Eastern R. R. Co., Cleveland, O.
Cleveland, Berea, Elyria & Oberlin Ry. Co., Cleveland, O.
Cleveland & Chagrin Falls Electric Ry. Co., Cleveland, O.
Lorain & Cleveland Ry. Co., Cleveland, O.
Dayton & Western R. R. Co., Dayton, O.
Cincinnati & Hamilton Electric Ry. Co., Cincinnati, O.
Cleveland Electric Ry. Co., Cleveland, Ohio.
Ohio Central Traction Co., Galion, Ohio.
Dayton, Springfield & Urbana Elec. Ry. Co., Dayton, Ohio.
Cincinnati, Lawrenceburg & Aurora St. Ry. Co., Cincinnati, O.
Sandusky & Interurban Elec. Ry. Co., Sandusky, Ohio.
Cleveland & Eastern Ry. Co., Cleveland, Ohio.
Alton Ry. & Illuminating Co., Alton, Ill.
St. Louis & E. St. Louis Elec. Ry. Co., E. St. Louis, Ill.
South Chicago City Ry. Co., South Chicago, Ill.
Cairo Electric Ry. Co., Cairo, Ill.
Indianapolis, Greenwood & Franklin R.R. Co., Greenwood, Ind.
City Electric Ry. Co., Port Huron, Mich.
Consolidated St. Ry. Co., Grand Rapids, Mich.
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Tri-City Railway Co., Davenport, Ia.
Omaha St. Ry. Co., Omaha, Neb.
Superior Rapid Transit Co., West Superior, Wis.
Olympia Light & Power Co., Olympia, Wash.
San Diego Electric Ry. Co., San Diego, Cal.
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Buenos-Aires Electric Tramway Co., Buenos-Aires, Argentina.
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INDEX TO STREET RAILWAY COMPANIES.

A

Adrian Street Ry. Co., Adrian, Mich..... 5
Akron, Bedford & Cleveland R. R. Co., Cleveland, O..... 65
Akron & Cuyahoga Falls Rapid Transit Co., Akron, O..... 5
Alamo Heights Ry. Co., San Antonio, Tex..... 240
Albany & Hudson Ry. & Power Co., Hudson N. Y..... 118
Albany Street Ry. Co., Albany, Ore..... 6
Albany & Schoharie Valley R. R. Co., Albany, N. Y..... 6
Algiers, Gouldsboro & Gretna Rv. Co. New Orleans, La..... 169
Allentown & Kutztown Electric Railway Co., Allentown, Pa.... 7
Allentown & Lehigh Valley Traction Co., Allentown, Pa..... 6
Alliance Street Ry. Co., Alliance, O..... 7
Alton & East Alton Railway & Power Co., Alton, Ill..... 7
Alton Ry., Gas & Electric Co., Alton, Ill..... 7
Altoona & Logan Valley Electric Ry. Co. (The), Altoona, Pa.... 9
Alum Rock Park R. R. Co., San Jose, Cal..... 243
Ambler Electric Ry. Co. (The), Norristown, Pa..... 182
American Railways Co., Philadelphia, Pa..... 198
Ames & College Ry. Co., Ames, Ia..... 9
Amesbury & Hampton Street Ry. Co., Amesbury, Mass..... 9
Amherst & Sunderland Ry. Co. (The), Amherst, Mass..... 10
Amsterdam Street R. R. Co., Amsterdam, N. Y..... 10
Anacostia & Potomac River Ry. Co., Washington, D. C..... 271
Anniston Electric & Gas Co., Anniston, Ala..... 11
Anoka Street Ry. Co., Anoka, Minn..... 11
Appleton Electric Light & Power Co., Appleton, Wis..... 11
Asheville & Biltmore Street Ry. & Transportation Co., Asheville, N. C..... 13
Asheville Street R. R. Co., Asheville, N. C..... 13
Ashland & Cattlettsburg Street Ry. Co., Ashland, Ky..... 13
Ashland Light, Power & Street Ry. Co., Ashland, Wis..... 13
Ashtabula Rapid Transit Co., Ashtabula, O..... 13
Astoria Street Ry. Co., Astoria, Ore..... 13
Atchison Ry., Light & Power Co., Atchison, Kan..... 14
Athens Electric Ry. Co., Athens, Ga..... 14
Athol & Orange Street Ry. Co., Athol, Mass..... 14
Atlanta Ry. & Power Co., Atlanta, Ga..... 14
Atlanta Ry. Co., Atlanta, Ga..... 15
Atlantic City Street Ry. Co., Atlantic City, N. J..... 15
Atlantic Coast Electric R. R. Co., Asbury Park, N. J..... 11
Atlantic Highlands, Red Bank & Long Branch Electric Ry. Co., Redbank, N. J..... 226
Auburn City Ry. Co., Auburn, N. Y..... 16
Auburn Interurban Electric R. R. Co., Auburn, N. Y..... 16
Augusta, Hallowell & Gardiner R. R. Co., Augusta, Me..... 16
Augusta Ry. & Electric Co., Augusta, Ga..... 16
Aurora & Geneva Ry. Co., Aurora, Ill..... 17
Aurora Street Ry. Co., Aurora, Ill..... 17
Aurora, Wheaton & Chicago Ry. Co., Chicago, Ill..... 62
Austin Rapid Transit Ry. Co., Austin, Tex..... 17

B

Babylon R. R. Co. (The), Babylon, N. Y..... 17
Babylon & North Shore R. R. Co., Babylon, N. Y..... 18
Baden & St. Louis R. R., St. Louis, Mo..... 235
Baker City Ry. & Motor Co., Baker City, Ore..... 18
Ballston Terminal R. R. Co., Ballston Spa, N. Y..... 18
Baltimore & Washington Transit Co., Washington, D. C..... 271
Bangor, Hampden & Winterport Ry. Co., Bangor, Me..... 21
Bangor, Orono & Oldtown R. R. Co., Bangor, Me..... 20
Bangor Street Ry. Co., Bangor, Me..... 20
Barre & Montpelier Traction & Power Co., Barre, Vt..... 21
Bay Cities Consolidated Ry. Co., Bay City, Mich..... 21
Bay Head & Point Pleasant Street R. R. Co., Point Pleasant, N. J..... 214
Beatrice Electric Co., Beatrice, Neb..... 22
Beaver Valley Traction Co., Beaver Falls, Pa..... 22
Beaver & Vanport Electric Street Ry. Co., Beaver Falls, Pa..... 22
Bellaire, Bridgeport & Martin's Ferry Street Ry. Co., Bridgeport, O. 34
Bellefontaine, Lima & Kenton R. R. Co., Cleveland, O..... 68
Belleville Electric Ry. Co., Belleville, Ill..... 23
Belleville Traction Co., Ltd. (The), Belleville, Ont..... 23
Bellingham Bay Electric Street Ry. Co., New Whatcom, Wash.. 172
Bennington & Hoosick Valley Ry. Co., Hoosick Falls, N. Y..... 116
Bennington & Woodford Electric R. R. Co., Bennington, Vt.... 23
Benson Ry. Co., Benson, Neb..... 24
Benton & Fairfield Ry. Co., Fairfield, Me..... 90
Benton Power & Traction Co., St. Cloud, Minn..... 233
Bergen County Traction Co., Undercliff, N. J..... 267
Berkley Street Ry. Co., (The) Berkley, Va..... 24
Berlin & Waterloo Street Ry. Co., Waterloo, Ont..... 274
Bethlehem & Nazareth Passenger Ry. Co., Bethlehem, Pa..... 24
Beverly & Danvers Street Ry. Co., Beverly, Mass..... 24
Biddeford & Saco R. R. Co., Biddeford, Me.....24, 288
Binghamton, Lestershire & Union Ry. Co. Binghamton, N. Y.. 25
Binghamton R. R. Co., Binghamton, N. Y..... 25
Birmingham Belt R. R. Co., Birmingham, Ala..... 27
Birmingham Ry. & Electric Co., Birmingham, Ala..... 27
Birmingham Traction Co., Birmingham, Ala..... 27
Black River Traction Co., Watertown, N. Y..... 274
Bleecker Street & Fulton Ferry R. R. Co., New York..... 172
Bloomington & Normal Ry. Co. (The), Bloomington, Ill..... 27
Blue Hill Street Ry. Co., Boston, Mass..... 32
Bluff City R. R. Co., Natchez, Miss..... 161
Boise Rapid Transit Co., Boise City, Idaho..... 27
Boone Electric Street Ry. & Light Co., Boone, Ia..... 27
Boone Suburban Ry. Co., Boone, Ia..... 28
Boston Elevated Ry. Co., Boston, Mass..... 28
Boston, Milton & Brockton Street Rv. Co., Boston, Mass..... 37
Bowling Green Ry. Co., Bowling Green, Ky..... 32
Bozeman Street Ry. Co., Bozeman, Mont..... 32
Bradford Electric Street Ry. Co., Bradford, Pa..... 32
Braintree Street Ry. Co., Braintree, Mass..... 33
Braintree & Weymouth Street Ry. Co., Braintree, Mass..... 33
Brantford Street Ry. Co., Brantford, Can..... 33
Brattleboro Street R. R. Co., Brattleboro, Vt..... 33
Brazil Rapid Transit Street Ry. Co., Brazil, Ind..... 33
Bridgeport Traction Co., Bridgeport, Conn..... 33
Bridgeton & Millville Traction Co., Bridgeton, N. J..... 34
Bridgewater, Whitman & Rockland St. Ry. Co. Bridgewater, Mass..... 34
Brigantine Transportation Co., Brigantine Beach, N. J..... 34
Brightwood Ry. Co., Washington, D. C..... 271
Bristol Belt Line Ry. Co., Bristol, Tenn..... 35
Bristol County Street Ry. Co., Taunton, Mass..... 262
Bristol & Plainville Tramway Co., Bristol, Conn..... 35
British Columbia Electric Ry. Co., Vancouver, B. C..... 269
Broad Ripple Traction Co., Indianapolis, Ind..... 120
Broadway & Seventh Avenue R. R. Co., New York..... 172
Brockton, Bridgewater & Taunton Street Ry. Co., Brockton, Mass..... 36
Brockton & East Bridgewater Street Ry. Co., Brockton, Mass. 36
Brockton & Plymouth Street Ry. Co., Brockton, Mass..... 36
Brockton Street Ry. Co., Brockton, Mass..... 35
Brooklyn Avenue Ry. Co., Kansas City, Mo..... 125
Brooklyn City & Newtown R. R. Co., Brooklyn, N. Y..... 44
Brooklyn City R. R. Co. (The), Brooklyn, N. Y..... 40
Brooklyn Union Elevated R. R. Co., Brooklyn, N.Y..... 41
Brooklyn Heights R. R. Co., Brooklyn, N. Y..... 39
Brooklyn, Queens County & Suburban R. R. Co., Brooklyn, N. Y. 40
Brooklyn Rapid Transit Co., Brooklyn, N. Y..... 38
Brunswick Traction Co., New Brunswick, N. J..... 164
Bucks County Ry. Co., Doylestown, Pa.....83, 289
Buffalo, Bellevue & Lancaster Ry. Co., Bellevue, N. Y..... 47
Buffalo & Depew Ry. Co. Buffalo, N. Y..... 49
Buffalo, Gardenville & Ebenezer Ry. Co. Gardenville, N. Y..... 97
Buffalo, Hamburg & Aurora Electric Ry. Co., Buffalo, N. Y.... 48
Buffalo & Lockport Ry. Co., Buffalo, N. Y..... 47
Buffalo & Niagara Falls Electric Ry. Co., Buffalo, N. Y..... 46
Buffalo Ry. Co., Buffalo, N. Y..... 45
Buffalo, Tonawanda & Niagara Falls Electric R. R. Co., Buffalo, N. Y..... 48
Buffalo Traction Co., Buffalo, N. Y..... 46
Buffalo & Williamsville Electric Ry. Co., Williamsville, N. Y.... 282
Burlington & Hinesburgh Ry. Co. Burlington, Vt..... 49
Burlington & Mount Holly Traction R. R. Co., Burlington, N. J. 49
Burlington Ry. & Light Co., Burlington, Ia..... 49
Burlington Traction Co., Burlington, Vt..... 49
Butte Consolidated Ry. Co., Butte, Mont..... 49

C

Cairo Electric Ry. Co., Cairo, Ill. ... 50
Calais Street Ry. Co., Calais, Me. ... 50
California Street Cable R. R. Co., San Francisco, Cal. ... 242
Calumet Electric Street Ry. Co., Chicago, Ill. ... 59
Camden, Gloucester & Woodbury Ry. Co., Camden, N. J. ... 50
Camden Horse R. R. Co., Camden, N. J. ... 50
Camden & Suburban Ry Co., Camden, N. J. ... 50
Camden & Trenton Ry. Co., Riverside, N. J ... 227
Canal & Claiborne R. R. Co., New Orleans, La. ... 169
Canandaigua Electric Light & R. R. Co., Canandaigua, N. Y. ... 51
Canton-Massillon Electric Ry. Co., Canton, O. ... 51
Cape May, Delaware Bay & Sewell's Point R. R. Co., Cape May, N. J. ... 51
Cape May Transportation Co., Cape May, N. J. ... 51
Capital Traction Co., Washington, D. C. ... 271
Carbondale Traction Co. (The), Carbondale, Pa. ... 52
Cass Avenue & Fair Grounds Ry. Co., St. Louis, Mo. ... 235
Catharine & Bainbridge Streets Ry. Co. of the City of Philadelphia, Philadelphia, Pa. ... 200
Catskill Electric Ry. Co., Catskill, N. Y. ... 52
Cayadutta Electric R. R. Co., Gloversville, N. Y. ... 103
Cayuga Lake Electric Ry. Co., Ithaca, N. Y. ... 121
Cedar Rapids & Marion City Ry. Co., Cedar Rapids, Ia. ... 52
Centennial Passenger Ry. Co., (The) Philadelphia, Pa. ... 200
Central Crosstown R. R. Co., New York ... 173
Centralia & Central City Street Ry. Co., Centralia, Ill. ... 52
Central Ohio Electric Interurban Ry. Co., Mount Vernon, O. ... 158
Central Park, North & East River R. R. Co., New York ... 173
Central Ry. Co., Peoria, Ill. ... 196
Central Street Ry. Co., Santa Rosa, Cal. ... 244
Central Traction Co. (The), Pittsburg, Pa. ... 209
Chagrin Falls & Eastern Electric Ry. Co., Cleveland, O. ... 68
Charleroi, Bellevernon & Fayette City Electric Ry. Co., Charleroi, Pa. ... 53
Charleston Consolidated Ry., Gas & Elec. Co., Charleston, S. C. ... 53
Charleston Traction Co., Charleston, W. Va. ... 54
Charlotte Electric Ry., Light & Power Co., Charlotte, N. C. ... 54
Charlottesville City & Suburban Ry. Co., Charlottesville, Va. ... 54
Chattanooga Electric Ry. Co., Chattanooga, Tenn ... 54
Chattanooga & Lookout Mountain Ry., Chattanooga, Tenn. ... 55
Chattanooga Rapid Transit Co., Chattanooga, Tenn. ... 55, 288
Chelten Avenue Passenger Ry. Co., Philadelphia, Pa. ... 201
Chester, Darby & Philadelphia Ry. Co., Chester, Pa. ... 56
Chester & Derry R. R. Association, Chester, N. H ... 55
Chester & Media Electric Ry. Co., Chester, Pa. ... 56
Chester Street Passenger Ry. Co., Chester, Pa. ... 56
Chester Traction Co., Chester, Pa. ... 55
Chicago City Ry. Co., Chicago, Ill. ... 58
Chicago Consolidated Traction Co., Chicago, Ill. ... 58
Chicago, Detroit & Toledo R. R. Co., Detroit, Mich ... 83
Chicago Electric Traction Co., Chicago, Ill. ... 59
Chicago General Ry. Co., Chicago, Ill. ... 59
Chicago & Fox Lake Electric Ry. Co., Chicago, Ill. ... 62
Chicago & Harlem Street Ry. Co., Chicago, Ill. ... 62
Chicago, Harvard & Geneva Lake Ry. Co., Chicago, Ill. ... 62
Chicago & Milwaukee Electric Ry. Co., Chicago, Ill. ... 60
Chicago Union Traction Co., Chicago, Ill. ... 56
Chillicothe Electric R. R., Light & Power Co., Chillicothe, O. ... 63
Chippewa Valley Electric R. R. Co. (The), Eau Claire, Wis. ... 86
Christopher & Tenth Street R. R. Co. (The), New York ... 173
Cincinnati, Laurenceburg & Aurora Electric Street R. R. Co., Cincinnati, O. ... 64
Cincinnati & Miami Valley Traction Co., Hamilton, O. ... 108
Cincinnati, Newport & Covington Ry. Co., Cincinnati, O. ... 63
Cincinnati Street Ry. Co., Cincinnati, O. ... 64
Citizens' Clearfield & Cambria Street Ry. Co., Philadelphia, Pa. ... 201
Citizens' East End Street Ry. Co., Philadelphia, Pa. ... 201
Citizens' Electric Ry. Co., Eureka Springs, Ark. ... 89
Citizens' Electric Ry., Light & Power Co., Mansfield, O. ... 142
Citizens' Electric Street Ry. Co., Newburyport, Mass. ... 165
Citizens' Passenger Ry. Co., Philadelphia, Pa. ... 201
Citizens' Passenger Ry. Co. of Norristown, Norristown, Pa. ... 182
Citizens' Rapid Transit Co., Nashville, Tenn. ... 159
Citizens' Ry. Co., Fort Scott, Kan. ... 93
Citizens' Ry. Co., St. Louis, Mo. ... 237
Citizens' Ry. Co., Waco, Tex. ... 269
Citizens' Street Ry. Co., Cape Girardeau, Mo. ... 51
Citizens' Street Ry. Co., Fishkill, N. Y. ... 91
Citizens' Traction Co., Detroit, Mich. ... 81
Citizens' Traction Co. of Oshkosh, Oshkosh, Wis. ... 191
City Electric Ry. Co., La Salle, Ill. ... 131
City Electric Ry. Co., Port Huron, Mich. ... 215
City Electric Ry. Co. (The), Rome, Ga. ... 231
City Island R. R., City Island, New York ... 65
City Passenger Ry. Co., of Altoona, Altoona, Pa. ... 9
City Ry. Co. (The), Dayton, O. ... 77
City Ry. Co., Fort Worth, Tex. ... 94
City Street Ry. Co., Fremont, Neb. ... 96
City Street Ry. Co., San Bernardino, Cal. ... 241
City Street Ry. Co., Sioux Falls, S. Dak. ... 252
City & Suburban R. R. Co., Savannah, Ga. ... 245
City & Suburban Ry. Co., Portland, Ore. ... 217
City & Suburban Ry. of Washington, Washington, D. C. ... 271
City & West Portland Park Motor Co., Portland, Ore. ... 217
Clearfield Traction Co., Phillipsburg, Pa. ... 208
Cleveland & Chagrin Falls Electric R. R. Co., Cleveland, O. ... 65
Cleveland & Eastern Electric R. R. Co., Cleveland, O. ... 68
Cleveland, Berea, Elyria & Oberlin Ry. Co., Cleveland, O. ... 65
Cleveland City Ry. Co., Cleveland, O. ... 65
Cleveland Electric Ry. Co., Cleveland, O ... 67
Cleveland, Medina & Southern Electric Ry. Co., Cleveland, O. ... 68
Cleveland, Painesville & Eastern R. R. Co., Cleveland, O. ... 67
Clinton Street Ry. Co., Clinton, Mo. ... 68
Clinton & Hudson Street Ry. Co., Clinton, Mass ... 68
Clyde & Sodus Bay R. R. Co., Clyde, N. Y. ... 68
Coal Castle Electric Ry. Co., Pottsville, Pa. ... 219
Cohoes City Ry. Co. (The), Cohoes, N. Y. ... 68
Colfax Electric Ry. Co., Denver, Col. ... 79
College Hills & Park Line Co., Sherman, Tex. ... 251
College & Grand View Electric R. R. Co., Beaver Falls, Pa ... 23
Collegeville Electric Street Ry., Norristown, Pa. ... 182
Collins Park & Belt R. R. Co., Atlanta, Ga. ... 15
Collinsville, Caseyville & East St. Louis Electric Ry. Co., East St. Louis, Ill. ... 85
Colonial City Traction Ry. Co., Kingston, N. Y. ... 127
Colorado Springs Rapid Transit Ry. Co., Colorado Springs, Col. 68
Columbia Electric Street Ry., Light & Power Co., Columbia, S. C. ... 69
Columbia Ry. Co., Washington, D. C. ... 271
Columbia & Montour Electric Ry. Co., Harrisburg, Pa. ... 112
Columbus R. R. Co., Columbus, Ga ... 69, 288
Columbus Ry. Co., Columbus, O ... 69
Commonwealth Avenue Street Ry. Co., Newton, Mass ... 170
Compton Heights, Union Depot & Merchants' Terminal Ry. Co., St. Louis, Mo. ... 237
Concord Street Ry., Concord, N. H. ... 71
Conestoga Traction Co., Lancaster, Pa. ... 129
Coney Island & Brooklyn R. R. Co., Brooklyn, N. Y. ... 43
Connecticut Lighting & Power Co., New Britain, Conn. ... 163
Connellsville, New Haven & Leisenring Street Ry. Co., Connellsville, Pa. ... 71
Connellsville Suburban Street Ry. Co., Connellsville, Pa. ... 72
Conshohocken Ry. Co., Norristown, Pa. ... 182
Consolidated Light & Ry. Co., Huntington, W. Va ... 119
Consolidated Street Ry. Co., Cottonwood Falls, Kan. ... 74
Consolidated Street Ry. Co. of Grand Rapids, Mich ... 104
Consolidated Traction Co., Jersey City, N. J. ... 123, 289
Consolidated Traction Co. of Pittsburg, Pittsburg, Pa. ... 209
Continental Passenger Ry. Co. (The), Philadelphia, Pa. ... 201
Conway Electric Street Ry. Co., Conway, Mass. ... 72
Corning & Painted Post Street Ry. Co., Corning, N. Y. ... 72
Cornwall Electric Street Ry. Co. Ltd. (The), Cornwall, Ont. ... 73
Coronado R. R. Co., Coronado, Cal. ... 73
Cortland & Homer Traction Co., Cortland, N. Y. ... 73
Cottage City Street Ry. Co., Cottage City, Mass. ... 73
Covington & Oxford Street R. R. Co., Covington, Ga. ... 74
Coxsackie, & Greenville Traction Co., Coxsackie, N. Y. ... 74
Creager Electric Light & Power Co., Fremont, O. ... 96
Cripple Creek District Ry. Co., Cripple Creek, Col. ... 75
Crosstown Street Ry. Co., of Buffalo, Buffalo, N. Y. ... 46
Crump's, John S., Street Ry. Columbus, Ind. ... 69
Cumberland Electric Ry. Co., Cumberland, Md ... 75
Cumberland Street Ry. Co., Providence, R. I. ... 222
Cumberland Valley Traction Co., Harrisburg, Pa. ... 111

D

Dallas Consolidated Electric Street Ry. Co., Dallas, Tex. ... 75
Dallas & Oak Cliff Electric Ry. Co., Dallas, Tex. ... 75
Danbury & Bethel Street Ry. Co., Danbury, Conn. ... 75
Danville Street Ry. & Light Co., Danville, Ill. ... 76
Danville Street Car Co., Danville, Va. ... 76
Dartmouth & Westport Street Ry. Co., New Bedford, Mass. ... 163
Dayton & Germantown Traction Co., Dayton, O. ... 78
Dayton & Northern Electric R. R. Co. (The), Dayton, O. ... 78
Dayton, Springfield & Urbana Street R. R. Co. (The), Dayton, O. 77
Dayton Traction Co., Dayton, O ... 77
Dayton & Western Traction Co., Dayton, O. ... 77
Dayton & Xenia Traction Co., Dayton, O. ... 77
Decatur Street Ry. Co., New Decatur, Ala. ... 166
Decatur Traction & Electric Co., Decatur, Ill. ... 78
Deerfield & Utica R. R. Co., Deerfield, N. Y. ... 78
Defiance Light & R. R. Co. (The), Defiance, O. ... 79
Delaware County & Philadelphia Electric Ry. Co., Philadelphia, Pa. 198
Delaware General Electric Ry. Co., Dover, Del. ... 83
Delaware Street Ry. Co., Delaware, O. ... 79
Delmar Avenue & Clayton Ry. Co., St. Louis, Mo. ... 237
Denison Street & Electric Co., Denison, Tex ... 79
Denison & Sherman Interurban Ry. Co., Sherman, Tex. ... 251
Denver City R. R. Co., Denver, Col ... 80
Denver City Tramway Co., Denver, Col. ... 79, 288
Denver Consolidated Tramway Co., Denver, Col. ... 80
Denver, Lakewood & Golden R. R. Co., Denver, Col. ... 80
Deptford & South Pittsburg Street Ry. Co., Deptford, Tenn. ... 80
Derby Street Ry. Co., Derby, Conn. ... 80
Des Moines City Ry. Co., Des Moines, Ia. ... 80
Detroit Citizens' Street Ry. Co., Detroit, Mich. ... 81
Detroit Electric Ry., Detroit, Mich. ... 81
Detroit, Ft. Wayne & Belle Isle Ry. Co., Detroit, Mich. ... 81
Detroit, Lake Shore & Mt. Clemens Ry., Detroit, Mich. ... 82

Detroit & Northwestern Ry. Co., Detroit, Mich..... 82
Detroit & Pontiac Ry. Co., Detroit, Mich..... 82
Detroit, Plymouth & Northville Ry., Detroit, Mich..... 82
Detroit, Rochester, Romeo & Lake Orion Ry. Co., Detroit, Mich. 83
Detroit, Ypsilanti & Ann Arbor, Ry. Co., Detroit, Mich..... 82
Dighton, Somerset & Swansea Street Ry. Co., Taunton, Mass... 261
Dry Dock, East Broadway & Battery, R. R. Co., New York..... 174
Du Bois Traction Co., Du Bois, Pa..... 83
Duluth Street Ry. Co., Duluth, Minn..... 84
Dunkirk & Fredonia R. R. Co., Fredonia, N. Y..... 95
Dunkirk & Point Gratiot Traction Co., Dunkirk, N. Y..... 84
Duquesne Traction Co. (The), Pittsburg, Pa..... 210
Du Quoin Street R. R. Co., Du Quoin, Ill..... 84
Durango Ry. & Realty Co., Durango, Col..... 84

E

East End Passenger Ry. Co., Williamsport, Pa..... 281
East Liverpool Ry. Co., East Liverpool, O..... 85
East Omaha Street Ry. Co., Omaha, Neb..... 189
Easton Consolidated Electric Co., Easton, Pa..... 85
Easton, Palmer & Bethlehem Street Ry. Co., Easton, Pa.....86, 289
Easton Street Ry. Co., Easton, Mass..... 85
Easton Transit Co., Easton, Pa..... 85
East Reading Electric Ry. Co., Reading, Pa..... 224
East St. Louis Electric Street R. R. Co., East St. Louis, Ill. 85
East Side Electric Ry. Co., Kansas City, Mo..... 125
East Side Ry. Co., Portland, Ore..... 217
East Side Traction Co., Syracuse, N. Y..... 258
East Taunton Street Ry. Co., Taunton, Mass..... 262
East Wareham, Onset Bay & Point Independence Street Ry. Co., East Wareham, Mass..... 86
Egypt Electric Co., Cairo, Ill..... 50
Eighth Avenue R. R. Co., New York..... 174
Electric Light & Ry. Department of the Anaconda Copper Mining Co., Anaconda, Mont..... 10
Electric Ry. & Power Co. (The), Tiffin, O..... 263
Electric Street Ry. Co. of Clarksville, Clarksville, Tenn..... 65
Electric Traction Co. of Philadelphia (The), Philadelphia, Pa..... 201
Elgin City, Carpentersville & Aurora Ry. Co., Elgin, Ill..... 86
Elizabeth Street Ry. Co., Elizabeth, N. J..... 87
Elmira & Horseheads Ry. Co., Elmira, N. Y..... 87
Elmira & Seneca Lake Ry. Co., Elmira, N. Y..... 88
Elmsmere & Wilmington Electric Ry. Co., Wilmington, Del..... 283
El Paso & Juarez Avenue Street Ry. Co., El Paso, Tex..... 88
Empire Passenger Ry. Co., Philadelphia, Pa..... 202
Enfield & Longmeadow Electric Ry. Co., Thompsonville, Conn.. 262
Erie City Passenger Ry. Co., Erie, Pa..... 89
Erie Electric Motor Co., Erie, Pa..... 88
Erie Rapid Transit Co., Erie, Pa..... 89
Escanaba Electric Street Ry. Co., Escanaba, Mich..... 89
Eugene Street Ry. Co., Eugene, Ore..... 89
Eureka Street R. R. Co., Eureka, Cal..... 89
Evansville Street Ry. Co., Evansville, Ind..... 89
Everett Ry. & Electric Co., Everett, Wash..... 90
Exeter, Hampton & Amesbury Street Ry. Co., Exeter, N. H.... 90

F

Fairhaven & Westville R. R. Co., New Haven, Conn..... 167
Fairmount Park & Haddington Passenger Ry. Co., Phila., Pa.. 202
Fairmount Park Transportation Co., Philadelphia, Pa..... 198
Fall River & Brockton Air Line Ry. Co., New Bedford, Mass... 163
Farmington Street Ry. Co. (The), Hartford, Conn..... 113
Findlay Street Ry. Co., Findlay, O..... 91
First Avenue Ry. Co., Seattle, Wash..... 248
Fishkill Electric Ry. Co., Fishkill, N. Y..... 91
Fitchburg & Leominster Street Ry. Co., Fitchburg, Mass..... 91
Fitchburg & Suburban St. Ry. Co., Fitchburg, Mass..... 91
Fonda, Johnstown & Gloversville R. R. Co., Gloversville, N. Y. 103
Fond du Lac Street Ry. & Light Co., Fond du Lac, Wis..... 93
Forest Park, Laclede Avenue & Fourth Street Ry. Co., St. Louis, Mo..... 237
Fort George & Eleventh Avenue Ry. Co., New York..... 174
Fort Madison Street Ry. Co., Fort Madison, Ia..... 93
Fort Meade Street Ry. Co., Fort Meade, Fla..... 93
Fort Smith Traction Light & Power Co., Fort Smith, Ark..... 93
Fort Wayne Consolidated Electric Ry. Co., Fort Wayne, Ind.... 93
Fort Worth Street Ry. Co. (The), Fort Worth, Tex..... 93
Forty-second Street & Grand Street Ferry R. R. Co., New York. 174
Forty-second Street, Manhattanville & St. Nicholas Avenue Ry. Co. (The), New York..... 175
Fountain Head R. R. Co., Knoxville, Tenn..... 128
Fountain & Suburban R. R. Co., Hot Springs, Ark..... 118
Fourth Street & Arsenal Ry. Co., St. Louis, Mo..... 238
Fox River Electric Ry. Co., Green Bay, Wis..... 104
Fox River Valley Electric Ry. Co., Appleton, Wis..... 11
Framingham, Southborough & Marlborough Street Ry. Co., Marlborough, Mass..... 144
Framingham Union Street Ry. Co., Framingham, Mass..... 94
Frankford & Southwark Philadelphia City Passenger R. R. Co., Philadelphia, Pa..... 202
Frankfort & Suburban Ry. Co., Frankfort, Ky..... 94
Frankfort & Utica Street Ry. Co., Frankfort, N. Y..... 94
Franklin Electric Street Ry. Co., Franklin, Pa..... 94
Frederick & Middletown Ry. Co., Frederick City, Md..... 95
Frederick, Thurmont & Northern Ry. Co., Frederick City, Md.... 95
Freeport General Electric Co., Freeport, Ill..... 95
Fresno, Belmont & Yosemite R. R. Co., Fresno, Cal..... 96
Fresno R. R. Co., Fresno, Cal..... 96
Front & Union Street Passenger Ry. Co., Wilmington, Del..... 282
Fryeburg Horse R. R. Co., Fryeburg, Me..... 96
Fulton & Oswego Falls, Street Ry. Co., Fulton, N. Y..... 96
Fulton Street R. R. Co., New York, N. Y..... 175

G

Gadsden & Attalla Union Ry. Co., Gadsden, Ala..... 96
Gainesville & Hall County Street R. R. Co., Gainesville, Ga.... 96
Gainesville Street Ry. Co., Gainesville, Tex..... 97
Galesburg Electric Motor & Power Co., Galesburg, Ill..... 97
Gallipolis & Point Pleasant Ry. Co., Gallipolis, O..... 97
Galt, Preston & Hespeler Street Ry. Co., Ltd., Galt, Ont..... 97
Galveston City R. R. Co., Galveston, Tex..... 97
Gardner Electric Street Ry. Co., Gardner, Mass..... 99
Gardner, Westminster & Fitchburg Street Ry. Co., Gardner, Mass. 99
Geary Street, Park & Ocean R. R. Co., San Francisco, Cal..... 242
Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co., Geneva, N. Y..... 99
Georgetown, Rowley & Ipswich Ry. Co., Georgetown, Mass.... 100
Georgetown Street R. R. Co., Georgetown, Ky..... 100
Georgetown & Tenalleytown Ry. Co., Washington, D. C..... 272
Germantown Passenger Ry. Co., Philadelphia, Pa..... 202
Gettysburg Transit Co., Gettysburg, Pa..... 101
Girard Avenue Ry. Co., Philadelphia, Pa..... 202
Glen Oak & Prospect Heights Ry. Co., Peoria, Ill..... 196
Glens Falls, Sandy Hill & Fort Edward Street R. R. Co., Glens Falls, N. Y..... 101
Glenwood & Polytechnic College Street Ry. Co., Fort Worth, Tex..... 94
Globe Street Ry. Co., Fall River, Mass..... 90
Gloucester, Essex & Beverly Street Ry. Co., Gloucester, Mass... 102
Gloucester Street Ry. Co., Gloucester, Mass..... 102
Gordon Heights Ry. Co., Wilmington, Del..... 283
Goshen & Indiana Traction Co., Angola, Ind..... 11
Grand Avenue Ry. Co., St. Louis, Mo..... 237
Grand Haven Street Ry. Co., Grand Haven, Mich..... 103
Grand Junction Street Ry. Co., Grand Junction, Col..... 104
Grant Street Electric Ry. Co., Seattle, Wash..... 248
Great Falls Street Ry. Co., Great Falls, Mont..... 104
Greenbush & Nassau Electric Ry. Co., Rensselaer, N. Y..... 226
Green & Coates Streets Philadelphia Passenger Ry. Co., Philadelphia, Pa..... 202
Greenfield & Turner's Falls Street Ry. Co., Greenfield, Mass..... 104
Green Lake Electric Ry. Co., Seattle, Wash..... 247
Greensburg & Hempfield Electric Street Ry. Co., Greensburg, Pa..... 106
Greensburg, Jeannette & Pittsburgh Street Ry. Co. (The), Greensburg, Pa..... 106
Greensburg & Mt. Pleasant Street Ry. Co., Greensburg, Pa..... 106
Greenville Light & Car Co., Greenville, Miss..... 106
Greenwich & Schuylersville Electric R. R. Co., Greenwich, N.Y. 106
Grove City & Green Lawn Street Ry., Columbus, O..... 71
Guelph Street Ry. Co., Guelph, Ont..... 107

H

Hagerstown Ry. Co., Hagerstown, Md..... 107
Halifax Electric Tramway, Ltd., Halifax, N. S..... 107
Hamburg Ry. Co., Hamburg, N. Y..... 107
Hamilton & Dundas Street Ry., Hamilton, Ont..... 108
Hamilton, Grimsby & Beamsville Electric Ry. Co., Hamilton, Ont. 109
Hamilton & Lindenwald Electric Transit Co., Hamilton, O..... 108
Hamilton Radial Electric Ry. Co., Hamilton, Ont..... 109
Hamilton Street Ry. Co., Hamilton Ont..... 108
Hammond, Whiting & East Chicago Electric Ry. Co., Hammond, Ind..... 109
Hannibal Ry. Co., Hannibal, Mo..... 109
Hanover & McSherrystown Street Ry. Co., Hanover, Pa..... 110
Harrisburg & Mechanicsburg Electric Ry. Co., Harrisburg, Pa.. 111
Harrisburg Traction Co., Harrisburg, Pa..... 110
Hartford, Manchester & Rockville Tramway Co., Hartford, Conn. 112
Hartford Street Ry. Co., Hartford, Conn..... 112
Harvey Water & Light Co., Harvey, Ill..... 113
Haverhill & Amesbury Street Ry. Co. Haverhill, Mass..... 113
Haverhill, Georgetown & Danvers Street Ry. Co. (The), Georgetown, Mass..... 100
Helena Power & Light Co., Helena, Mont..... 114
Henderson Street Ry. Co., Henderson, Ky..... 114
Hendersonville Street Ry. Co., Hendersonville, N. C..... 114
Herkimer, Mohawk, Ilion & Frankfort Electric Ry. Co., Mohawk, N. Y..... 154
Hestonville, Mantua & Fairmount Passenger Ry. Co., Philadelphia, Pa..... 202
Highland R. R. Co., New Albany, Ind..... 162
Hingham Street Ry. Co., Hingham, Mass..... 114
Holland & Saugatuck Electric Ry. Co., Holland, Mich..... 116

Holmesburg, Tacony & Frankford Electric Ry. Co. (The), Philadelphia, Pa. 200
Holyoke Street Ry. Co., Holyoke, Mass. 116
Homestead & Highlands Street Ry. Co., Homestead, Pa. 116
Home Electric Co., Baton Rouge, La. 21
Home Electric Co., Dubuque, Ia. 84
Hoosac Valley Street Ry. Co., North Adams, Mass. 183
Hornellsville & Canisteo Ry. Co. (The), Hornellsville, N. Y. 117
Hornellsville Electric Ry. Co. (The), Hornellsville, N. Y. 117
Hot Springs Street R. R. Co., Hot Springs, Ark. 118
Houghton County Street Ry. Co., Hancock, Mich. 109
Houston Electric Street Ry. Co., Houston, Tex. 118
Hudson & Bergen Traction Co., Hoboken, N. J. 116
Hull Electric Co., (The), Hull, Que. 119
Hull Street Ry. Co., Hull, Mass. 119
Huntingdon Street Connecting Passenger Ry. Co., Phila., Pa. 204
Huntington R. R. Co., Huntington, N. Y. 119
Hutchinson Street Ry. Co., Hutchinson, Kan. 119

I

Indianapolis, Greenwood & Franklin Ry. Co., Indianapolis, Ind. 120
Indianapolis & Martinsville Traction Co., Indianapolis, Ind. 120
Indianapolis Street Ry. Co., Indianapolis, Ind. 119
Indiana Ry. Co., South Bend, Ind. 253
Indiana Traction Co., Indianapolis, Ind. 120
Inland Traction Co., Souderton, Pa. 252
Intermontane R. R. Co., Asheville, N. C. 13
International Bridge & Tramway Co., Laredo, Tex. 131
International Traction Co., Buffalo, N. Y. 45
Interstate Consolidated Street Ry. Co., North Attleborough, Mass. 184
Interstate Traction Co., Duluth, Minn. 84
Interurban Traction Co. of St. Louis, St. Louis, Mo 239
Iola Rapid Transit Co., Iola, Kan 120
Irondequoit Park R. R. Co., Rochester, N. Y. 229
Ironton Electric Light & Ry. Co., Ironton, O 120
Ithaca Street Ry. Co., Ithaca, N. Y. 120

J

Jackson Electric Ry., Light & Power Co., Jackson, Miss. 121
Jackson Street Ry. Co., Jackson, Mich. 121
Jackson & Suburban Street R. R. Co., Jackson, Tenn. 121
Jacksonville Ry. Co., Jacksonville, Ill. 121
Jacksonville Street Ry. Co., Jacksonville, Fla. 121
Jamestown Street Ry. Co. (The), Jamestown, N. Y. 122
Janesville Street Ry. Co., Janesville, Wis. 122
Jefferson Avenue R. R. Co., St. Louis, Mo. 237
Jeffersonville City Ry. Co., Jeffersonville, Ind. 122
Jersey City & Bergen R. R. Co., Jersey City, N. J. 123
Jersey City, Harrison & Kearney Ry. Co., Jersey City, N. J. 123
Jersey City, Hoboken & Paterson Ry. Co., Hoboken, N. J. 115
Johnson City & Carnegie Street Ry. Co., Johnson City, Tenn. 124
Johnstown Passenger Ry. Co., Johnstown, Pa. 124
Joliet Ry. Co., Joliet, Ill. 124

K

Kankakee Electric Ry. Co., Kankakee, Ill. 124
Kansas City—Leavenworth Ry. Co., Kansas City, Mo. 125
Kansas City, Lawrence & Topeka Ry. Co., Kansas City, Mo. 125
Keokuk Electric Street Ry. & Power Co., Keokuk, Ia. 127
Kessler Street Connecting Passenger Ry. Co., Philadelphia, Pa. 204
Keyport & Matawan Street R. R. Co., Keyport, N. J. 127
Key West Electric Co., Key West, Fla. 127
Kingsbridge Ry. Co., New York. 175
Kings County Elevated R. R. Co., Brooklyn, N. Y. 42
Kingston City R. R. Co., Kingston, N. Y. 127
Kingston, Portsmouth & Cataraqui Electric Ry. Co., Kingston, Ont. 128
Kittanning & Ford City Street Ry. Co., Kittanning, Pa. 128
Knoxville Traction Co., Knoxville, Tenn. 128
Kokomo Street Ry., Light & Power Co., Kokomo, Ind. 128
Kokomo, Wabash & Northern R. R. Co., Kokomo, Ind. 128

L

Laconia Street Ry. Laconia, N. H. 128
La Crosse City Ry. Co., La Crosse, Wis. 129, 289
La Crosse & Onoloska Street Ry. Co., La Crosse, Wis. 129
Lafayette Street Ry., Lafayette, Ind. 129
Lake Charles Street Ry. Co., Lake Charles, La. 129
Lake Cities Electric Ry. Co., Michigan City, Ind. 147
Lakeside Ry. Co., Mahanoy City, Pa. 141
Lake Street Elevated R. R. Co., Chicago, Ill. 61
Lancaster Traction Co., Lancaster, O. 129
Lansing City Electric Ry. Co., Lansing, Mich. 130
Lansing, Dexter & Ann Arbor Ry. Co., Lansing, Mich. 131
Lansing, St. John & St. Louis Ry. Co. Lansing Mich. 131
Larchmont Horse Ry. Co. (The), Larchmont, N. Y. 131
Laredo Electric & Ry. Co., Laredo, Tex. 131
Leavenworth Electric R. R. Co., Leavenworth, Kan. 132
Leavenworth & Lansing Ry. Co., Leavenworth, Kan. 132
Lebanon Valley Street Ry. Co., Lebanon, Pa. 132
Lebanon & Annville Street Ry. Co., Lebanon, Pa. 132
Lebanon & Myerstown Street Ry. Co., Lebanon, Pa. 133
Lehigh Avenue Ry. Co. of Philadelphia (The), Philadelphia, Pa. 204
Lehigh Traction Co., Hazleton, Pa. 114
Lehigh Valley Traction Co., Allentown, Pa. 6
Leominster & Clinton Street Ry. Co., Leominster, Mass. 133
Lewisburg, Milton & Watsontown Passenger Ry. Co., Lewisburg, Pa. 133
Lewiston, Brunswick & Bath Street Ry. Co., Lewiston, Me. 134
Lewiston Connecting Bridge Co., Buffalo, N. Y. 48
Lewiston & Youngstown Frontier R. R. Co., Lewiston, N. Y. 134
Lexington Ry. Co., Lexington, Ky. 134
Lexington Street Ry. Co., Lexington, Mo. 135
Lexington & Boston Street Ry. Co., Boston, Mass. 32
Lima Ry. Co. (The), Lima, O. 135
Lima, Toledo & Cincinnati Ry. Co., Lima, O. 135
Lincoln Street Car Co., Lincoln, Ill. 135
Lincoln Traction Co., Lincoln, Neb. 135
Lindell Ry. Co., St. Louis, Mo. 237
Little Falls & Herkimer Street Ry. Co., Little Falls, N. Y. 135
Little Rock Traction & Electric Co. (The), Little Rock, Ark. 135
Lock Haven Electric Ry., Lock Haven, Pa. 136
Lock Haven Traction Co., Lock Haven, Pa. 135
Logansport Ry. Co., Logansport, Ind. 136
Logansport, Rochester & Northern Traction Co., Logansport, Ind. 136
London Street Ry. Co., London, Can. 136
Long Branch Electric Ry. Co., Long Branch, N. J. 136
Long Island Electric Ry. Co. (The), Brooklyn, N. Y. 44
Longview & Junction Street Ry., Longview, Tex. 137
Lookout Point Incline Co., Chattanooga, Tenn. 55
Lorain & Cleveland R. R. Co. (The), Cleveland, O. 67
Lorain Street Ry. Co., Lorain, O. 137
Los Angeles & Pasadena Electric Ry. Co., Pasadena, Cal. 194
Los Angeles-Pacific R. R. Co., Los Angeles, Cal. 138
Los Angeles Ry. Co., Los Angeles, Cal. 137
Los Angeles Traction Co., Los Angeles, Cal. 138
Louisville Ry. Co., Louisville, Ky. 138
Lowell, Lawrence & Haverhill Street Ry. Co., Lawrence, Mass. 131
Lowell & Suburban Street Ry. Co., Lowell, Mass. 139
Lykens & Williams Valley Ry. Co., Harrisburg, Pa. 111
Lynchburg Electric Ry. & Light Co., Lynchburg, Va. 139
Lynchburg & Rivermont Street Ry. Co., Lynchburg, Va. 140
Lynn & Boston R. R. Co., Boston, Mass. 30

M

McKeesport, Wilmerding & Duquesne Ry. Co., McKeesport, Pa. 140
Macon Consolidated Street Ry. Co., Macon, Ga. 140
Macon Electric Light & Ry. Co., Macon, Ga. 140
Madison Electric Ry. Co., Madison, Wis. 141
Madison Light & Railway Co., Madison, Ind. 141
Madison Street Cable Ry. Co., Seattle, Wash. 248
Mahoning Valley Ry. Co., Youngstown, O. 287
Mahoning Valley Southeastern Ry. Co., Youngstown, O. 287
Main Street R. R. Co., Jacksonville, Fla. 121
Manchester Street Ry. Co., Manchester, N. H. 141
Manhattan Ry. Co., New York. 175
Manistee, Filer City & Eastlake Ry. Co., Manistee, Mich. 142
Mankato Electric Street Ry. Light & Power Co., Mankato, Minn. 142
Mansfield & Easton Street Ry. Co., Mansfield, Mass. 142
Mansfield & Norton Street Ry. Co., Norton, Mass. 185
Manufacturers' Street Ry. Co., New Haven, Conn. 167
Maple Avenue Ry. Co., Elmira, N. Y. 87
Marcellus Electric R. R. Co., Marcellus, N. Y. 142
Marietta Electric Co., Marietta, O. 143
Marinette Gas, Electric Light & Street Ry. Co., Marinette, Wis. 143
Marion Transit Ry. Co., Marion, Ind. 143
Marion Street Ry. Co., Marion, O. 143
Market Street Ry. Co., San Francisco, Cal. 242
Marlborough Street Ry. Co., Marlborough, Mass. 143
Marquette City & Presque Isle Ry. Co., Marquette, Mich. 144
Marshall Street Ry. Co. of the City of Philadelphia (The), Philadelphia, Pa. 204
Marshalltown Light, Power & Ry. Co., Marshalltown, Ia. 144
Martha's Vineyard Street Ry. Co., Martha's Vineyard, Mass. 144
Marysville & Yuba City Street R. R. Co., Marysville, Cal. 144
Mason City & Clear Lake Traction Co., Mason City, Ia. 145
Massachusetts Electric Companies, Boston, Mass. 29
Massachusetts Electrical Co., Worcester, Mass. 284
Massena Electric Street Ry Co., (The) Massena, N. Y. 145
Meadville & Saegertown Street Ry. Co., Meadville, Pa. 145
Meadville Traction Co., Meadville, Pa. 145
Mechanicsburg & Buffalo Ry. Co., Mechanicsburg, Ill. 146
Memphis Street Ry. Co., Memphis, Tenn. 146
Menasha & Neenah Street Ry. Co., Neenah, Wis. 162
Menominee Electric Light, Ry. & Power Co., Menominee, Mich. 146
Meriden Electric R. R. Co., Meriden, Conn. 146
Meriden, Southington & Compounce Tramway Co., Meriden, Conn. 147
Meridian Street Ry. & Power Co., Meridian, Miss. 147
Merrill Ry. & Lighting Co., Merrill, Wis. 147

Metropolitan Cable Ry. Co., Omaha, Neb. 189
Metropolitan R. R. Co., Washington, D. C. 272
Metropolitan Street Ry. Co., Kansas City, Mo. 125
Metropolitan Street Ry. Co., New York. 176
Metropolitan Street Ry. Co., Toronto, Ont. 266
Metropolitan West Side Elevated Ry. Co., Chicago, Ill. 62
Miami Valley Ry. Co., Piqua, O. 209
Michigan Street Ry. Co,, Flint, Mich. 93
Michigan Traction Co., Kalamazoo, Mich. 124
Middleburgh & Oak Hill Traction Co., Coxsackie, N. Y. 75
Middletown-Goshen Traction Co., Middletown, N. Y. 148
Middletown Street Ry. Co., Middletown, Conn. 147
Midland Street Ry. Co., St. Louis, Mo. 237
Milford, Attleboro & Woonsocket Ry. Co., Milford, Mass. 149
Milford, Holliston & Framingham Street Ry. Co., Milford, Mass. 149
Milford Street Ry. Co., Milford, Conn. 148
Military Post Street Ry. Co., Burlington, Vt. 49
Mill Creek Valley Street R. R. Co., Cincinnati, O. 64
Millville Traction Co., Millville, N. J. 150
Milwaukee Electric Ry. & Light Co. (The), Milwaukee, Wis. 150
Milwaukee Light, Heat & Traction Co., Milwaukee, Wis. 150
Mineral Ridge & Niles Street Ry. Co., Niles, O. 181
Minneapolis & St. Paul Suburban Ry. Co. (The), Minneapolis. 152
Mississippi Valley Ry. Co., East St. Louis, Ill. 85
Missouri R. R. Co., St. Louis, Mo. 237
Mobile Light & R. R. Co., Mobile, Ala. 154
Mobile Street R. R. Co., Mobile, Ala. 154
Moline Central Street Ry. Co., Moline, Ill. 154
Monongahela City Street Ry. Co., Monongahela City, Pa. 155
Monongahela Street Ry. Co., Pittsburg, Pa. 210
Montague Street Ry. Co., Montague, Mass. 155
Monterey & Pacific Grove Street Ry. & Electric Power Co., Monterey, Cal. 155
Montgomery County Passenger Ry. Co., Norristown, Pa. 182
Montgomery Street Ry. Co., Montgomery, Ala. 155
Montgomery Suburban Street Ry. Co., Montgomery, Ala. 155
Montoursville Passenger Ry. Co., Montoursville, Pa. 155
Montreal Terminal Ry. Co., Montreal, Que. 157
Montreal Park & Island Ry. Co., Montreal, Can. 157
Montreal Street Ry. Co., Montreal, Can. 155
Montville Street Ry. Co., Montville, Conn. 157
Moundsville, Benwood & Wheeling Ry. Co., Wheeling, W. Va. 279
Mt. Clemens & Lakeside Traction Co., Mt. Clemens, Mich. 157
Mt. Holly Street Ry. Co., Mt. Holly, N. J. 158
Mt. Mansfield Electric R. R. Co., Stowe, Vt. 257
Mt. Tom R. R. Co., Holyoke, Mass. 116
Mt. Vernon Electric Ry. Co., Mt. Vernon, O. 158
Mountain Lake Electric R. R. Co., Gloversville, N. Y. 103
Mousam River R. R. Co., Sanford, Me. 241
Muscatine Electric Ry. Co., Muscatine, Ia. 158
Muskegon Street Ry. Co., Muskegon, Mich. 158
Myersville & Catochin Ry. Co., Frederick City, Md. 95
Mystic Valley Street Ry. Co., Stoneham, Mass. 257

N

Nantasket Electric Street Ry. Co., Hingham, Mass. 115
Nashua Street Ry., Nashua, N. H. 159
Nashville Ry., Nashville, Tenn. 159
Nashville & Suburban Ry. Co., Nashville, Tenn. 159
Nassau Electric R. R. Co. (of Brooklyn), Brooklyn, N. Y. 41
Natchez Light, Power & Transit Co., Natchez, Miss. 161
Natchez Street R. R. Co., Natchez, Miss. 159
Natick & Cochituate Street Ry. Co., Natick, Mass. 161
National Ry. Co., of Illinois, St. Louis, Mo. 237
Nebraska City Street Ry. Co., Nebraska City, Neb. 162
Needham & Boston Street Ry. Co., Quincy, Mass. 223
Negaunee & Ishpeming Street Ry. & Electric Co., Negaunee, Mich 162
Nelson Electric Tramway Co., Nelson, B. C. 162
Neversink Mountain R. R. Co., Reading, Pa. 225
New Albany Ry. Co., New Albany, Ind. 162
Newark Consolidated Electric Ry. Co., Newark, O. 162
Newark & Hackensack Traction Co., Rutherford, N. J. 232
Newark Passenger Ry. Co., Jersey City, N. J. 123
Newark Plank Road Co., Jersey City, N. J. 123
Newark & South Orange Ry. Co. (The), Jersey City, N. J. 124
New Bedford, Middleboro & Brockton Street Ry. Co., Brockton, Mass. 37
New Brunswick City Ry. Co., New Brunswick, N. J. 164
Newburgh Electric Ry. Co., Newburgh, N. Y. 164
New Castle Traction Co., New Castle (Lawrence Co.), Pa. 166
New England Street Ry. Co., New Haven, Conn. 166
New Glasgow Electric Co., Ltd., New Glasgow, N. S. 166
New Jersey Traction Co., Jersey City, N. J. 123
New Jersey & Hudson River Ry. & Ferry Co. (The), Hackensack, N. J. 107
New London Street Ry. Co., New London, Conn. 167
New Orleans & Carrollton R. R. Co., New Orleans, La. 168
New Orleans City R. R. Co., New Orleans, La. 168
New Paltz & Poughkeepsie Traction Co., New Paltz, N. Y. 169
Newport & Fall River Street Ry. Co., Newport, R. I. 170
Newport News & Old Point Ry. & Electric Co., Hampton, Va. 109
Newport Street Ry. Co., Newport, R. I. 169
Newton & Boston Street Ry. Co., Newton, Mass. 171
Newton Street Ry. Co., Newton, Mass. 170
Newtonville & Watertown Street Ry. Co., Newton, Mass. 171
Newtown Electric Ry. Co., Newtown, Pa. 172
Newtown, Langhorne & Bristol Trolley Street Ry. Co., Langhorne, Pa. 130
New Westminster & Vancouver Tramway Co. (Ltd.), New Westminster, B. C. 172
New York & Harlem R. R. Co., New York. 177
New York & Philadelphia Traction Co. (The), New Brunswick, N. J. 164
New York & Queens County Ry. Co., Long Island City, New York. 136
New York, Westchester & Connecticut Traction Co., New York. 180
Niagara Gorge R. R. Co., Niagara Falls, N. Y. 180
Niagara Falls, Park & River Ry. Co., Buffalo, N. Y. 48
Niagara Falls & Suspension Bridge Ry. Co., Buffalo, N. Y. 47
Niagara Falls Suspension Bridge Co., Buffalo, N. Y. 48
Niagara Falls, Wesley Park & Clifton Tramway Co., Niagara Falls, Ont. 181
Niagara Falls, Whirlpool & Northern Ry. Co., Buffalo, N. Y. 48
Ninth Avenue R. R. Co., New York. 177
Norfolk & Atlantic Terminal Co., Norfolk, Va. 181
Norfolk Central Street Ry. Co., Dedham, Mass. 78
Norfolk Ry. & Light Co., Norfolk, Va. 181
Norfolk Southern Street Ry. Co., Norfolk, Mass. 181
Norfolk & Ocean View R. R. Co., Norfolk, Va. 181
Norfolk Street R. R. Co. (The), Norfolk, Va. 181
Norfolk Suburban Street Ry. Co., Boston, Mass. 31
Norfolk Western Street Ry. Co., Dedham, Mass. 78
Norristown Passenger Ry. Co., Norristown, Pa. 182
Northampton & Amherst Street Ry. Co., Northampton, Mass. 184
Northampton Street Ry. Co., Northampton, Mass. 183
North Chicago Street R. R. Co., Chicago, Ill. 56, 288
North Dallas Circuit Ry. Co., Dallas, Tex. 75
North East Electric Ry. Co., Kansas City, Mo. 125
Northeastern Indiana Street Ry. Co., Auburn, Ind. 15
Northern Electric Ry., Chicago, Ill. 60
Northern Ohio Traction Co., Akron, O. 5
Northern Passenger Ry. Co., Philadelphia, Pa. 204
Northern Ry. & Improvement Co., Fairhaqen, Wash. 90
North Hudson County Ry. Co., Hoboken, N. J. 115
North Jersey Street Ry. Co., Jersey City, N. J. 122
North Kankakee Electric Light & Ry. Co. (The), Kankakee, Ill. 124
North Mount Vernon Ry. Co., Mount Vernon, N. Y. 158
Northwestern Elevated R. R. Co., Chicago, Ill. 62
North Woburn Street R. R. Co., North Woburn, Mass. 184
Norton & Attleborough Street Ry. Co., Norton, Mass. 185
Norton & Taunton Electric Ry. Co., Norton, Mass. 185
Norwalk Street Ry. Co., Norwalk, Conn. 185
Norwalk Tramway Co., Norwalk, Conn. 186
Norway & Paris Street Ry. Co., Norway, Me. 186
Norwich Street Ry. Co., Norwich, Conn. 187
Nyack Traction Co., Nyack, N. Y. 187

O

Oak Hill Traction Co., Coxsackie, N. Y. 75
Oakland R. R. Co., Oakland, Cal. 188
Oakland, San Leandro & Haywards Ry., Consolidated, Oakland, Cal. 187
Oakland Transit Co., Oakland, Cal. 187
Oakwood Street Ry. Co., Dayton, O. 77
Ocean City Electric R. R. Co., Ocean City, N. J. 188
Ocean Electric Ry. Co., Rockaway, N. Y. 230
Ogden Electric Ry. Co., Ogden City, Utah. 188
Ogden & Hot Springs Ry. Co., Ogden City, Utah. 188
Ogdensburg Street Ry. Co., Ogdensburg, N. Y. 188
Ohio Central Traction Co., Galion, O. 97
Oil City Street Ry. Co., Oil City, Pa. 188
Olean, Rock City & Bradford R. R. Co., Bradford, Pa. 33
Olean Street Ry. Co., Olean, N. Y. 189
Olympia Light & Power Co., Olympia, Wash. 189
Omaha, Council Bluffs & Suburban Ry. Co., Council Bluffs, Ia. 74
Omaha & Council Bluffs Ry. & Bridge Co., Council Bluffs, Ia. 74
Omaha Street Ry. Co., Omaha, Neb. 189
Oneida Ry. Co., Oneida, N. Y. 189
Oneida Street R. R. Co., Utica, N. Y. 269
Oneonta & Otega Valley Ry. Co., Oneonta, N. Y. 190
Ontario & San Antonio Heights Ry. Co., Ontario, Cal. 190
Opelika & Auburn Electric Ry. Co., Opelika, Ala. 190
Orangeburg City Street Ry. Co., Orangeburg, S. C. 191
Orange Mountain Traction Co., Orange, N. J. 190
Orange & Passaic Valley Ry. Co., Orange, N. J. 190
Orleans R. R. Co., New Orleans, La. 169
Oshawa Ry. Co. (The), Oshawa, Ont. 191
Oshkosh Street R. R. Co., Oshkosh, Wis. 191
Oskaloosa Street Ry. & Land Co., Oskaloosa, Ia. 191
Ossining Electric Ry. Co., Sing Sing, N. Y. 251
Oswego Traction Co., Oswego, N. Y. 191
Ottawa Electric Ry. Co. (The), Ottawa, Ont. 192
Ottawa Ry. Light & Power Co. Ottawa, Ill. 192
Ottumwa Electric Ry. Co., Ottumwa, Ia. 192
Owensboro City R. R. Co., Owensboro, Ky. 193
Owensboro & Calhoun Street Ry. Co., Owensboro, Ky. 193

P

Pacific Electric Ry. Co., Los Angeles, Cal. 138
Paducah Ry. & Light Co., Paducah, Ky 193
Palatka & Heights Street Ry. Co., Palatka, Fla. 193
Palisades R. R. Co., Hoboken, N. J. 116
Palmer & Monson Street Ry. Co., Palmer, Mass. 193
Paris Ry. Co., Paris, Tex. 194
Paris Street Car Co., Paris, Tenn 194
Parkersburg Gas, Elec. Light & Street Ry. Co., Parkersburg, W. Va. 194
Pasadena & Mt. Lowe Ry. Co., Pasadena, Cal. 194
Passaic & Newark Electric Traction Co., Newark, N. J. 123
Patchogue & Port Jefferson Traction Co., Patchogue, N. Y. 194
Paterson Central Electric R. R. Co., Paterson, N. J. 195
Paterson Horse R. R. Co., Paterson, N. J. 195
Paterson Ry. Co., Paterson, N. J. 194
Patterson Heights Street Ry. Co., Beaver Falls, Pa. 23
Pawcatuck Valley Street Ry. Co., Westerly, R. I. 277
Pawtucket Street Ry. Co., Providence, R. I. 221
Pawtuxet Valley Electric Street Ry. Co., Providence, R. I. 221
Peekskill Traction Co., Peekskill, N. Y. 195
Pelham Park R. R. Co., City Island, New York 64
Penn Yan, Keuka Park & Branchport Ry., Penn Yan, N. Y. 195
Pennsylvania Motor Co., Easton, Pa. 86
Pennsylvania & Ohio Ry. Co., Ashtabula, O. 13
Penobscot Central Ry. Co., Bangor, Me. 21
Pensacola Electric Terminal Ry. Co., Pensacola, Fla. 196
People's Electric Ry. Co., Sandusky, O. 241
People's Electric Street Ry. Co., Rochester, Pa. 229
People's Passenger Ry. Co., Philadelphia, Pa. 204
People's R. R. Co. St. Louis, Mo. 237
People's Ry. Co. (The), Dayton, O. 77
People's Ry. Co. of Pottsville, Pottsville, Pa. 219
People's Street Ry. Co., Centerville, Ia. 52
People's Street Ry. Co., Nanticoke, Pa. 158
People's Street Ry. & Improvement Co. (The), New Decatur, Ala. 166
People's Traction Co., of Philadelphia (The), Philadelphia, Pa. 205
People's Tramway Co., Danielson, Conn. 76
Peoria & Pekin Termin l Ry. Co., Peoria, Ill. 196
Peterborough & Ashburnham Street Ry. Co., Ltd., Peterborough, Ont. 197
Philadelphia & Bristol Passenger Ry. Co., Philadelphia, Pa. 198
Philadelphia, Cheltenham & Jenkintown Passenger Ry. Co., Philadelphia, Pa. 205
Philadelphia City Passenger Ry. Co. (The), Philadelphia, Pa. 205
Philadelphia, Morton & Swarthmore Street Ry. Co, Chester, Pa. 56
Philadelphia & Darby Ry. Co., Philadelphia, Pa. 205
Philadelphia & Gray's Ferry Passenger Ry. Co., Philadelphia, Pa. 205
Philadelphia Traction Co., Philadelphia, Pa. 206
Philadelphia & West Chester Traction Co., Philadelphia, Pa. 198
Phillipsburg Horse Car R. R. Co., Phillipsburg, N. J. 208
Phœnix Ry. Co., Phœnix, Ariz. 208
Pierre City Ry. Co., Pierre, S. Dak. 209
Pittsburg & Birmingham Traction Co., Pittsburg, Pa 210
Pittsburg & Butler Electric R. R. Co., Pittsburg, Pa. 212
Pittsburg, Frontenac & Suburban Electric Ry. Co., Pittsburg, Kan. 209
Pittsfield Electric Street Ry. Co., Pittsfield, Mass. 212
Plainfield Street Ry. Co., Plainfield, N. J. 213
Plattsburgh Traction Co., Plattsburgh, N. Y. 213
Plum Island Electric Street Ry. Co., Newburyport, Mass. 165
Plymouth & Kingston Street Ry. Co., Plymouth, Mass. 213
Plymouth & Sandwich Street Ry. Co., Plymouth, Mass. 214
Port Chester Street Ry. Co., Port Chester, N. Y. 214
Port Dalhousie, St. Catherines & Thorold Electric Street Ry. Co., Ltd., St. Catherines, Ont. 233
Port Jervis Electric Street Ry. Co., Port Jervis, N. Y. 215
Portland & Cape Elizabeth Ry. Co., Portland, Me. 216
Portland R. R. Co., Portland, Me. 215
Portland Ry. Co., Portland, Ore. 217
Portland Street Ry. Co., Portland, Conn. 215
Portland Traction Co, Portland, Ore. 217
Portland & Yarmouth Electric Ry. Co., Portland, Me. 216
Port Norfolk Electric Ry. Co., Norfolk, Va. 181
Portsmouth, Kittery & York Street Ry. Co., Portsmouth, N.H. 217
Portsmouth Street R. R. & Light Co., Portsmouth, O. 218
Portsmouth Street Ry. Co., Portsmouth, Va. 218
Pottstown Passenger Ry. Co., Pottstown, Pa. 218
Pottsville Union Traction Co., Pottsville, Pa. 219
Pottsville & Reading Ry. Co., Pottsville, Pa 219
Poughkeepsie City & Wappingers Falls Electric Ry. Co., Poughkeepsie, N. Y. 220
Presidio & Ferries R. R. Co., San Francisco, Cal. 243
Price Hill Inclined Plane R. R. Co. (The), Cincinnati, O. 64
Providence Cable Tramway Co., Providence, R. I. 221
Providence & Taunton Street Ry. Co., Taunton, Mass. 261
Pueblo Traction & Electric Co., Pueblo, Col. 222
Punxsutawney Street Passenger Ry. Co., Punxsutawney, Pa. 222
Put-in-Bay Water Works, Light & Ry. Co., Put-in-Bay, O. 222
Putnam & Thompson Street Ry. Co., Putnam, Conn. 222

Q

Quakertown Traction Co., Quakertown, Pa. 222
Quebec Railway, Light & Power Co., Quebec, Can 222
Quincy & Boston Street Ry. Co., Quincy, Mass. 223
Quincy Horse Ry. & Carrying Co., Quincy, Ill. 223

R

Radford Street Ry. Co., Radford, Va. 224
Rahway Electric Co. (The), Rahway, N. J. 224
Railways Company General, Philadelphia, Pa. 199
Raleigh Electric Co. (The), Raleigh, N. C. 224
Rapid City Street Ry. Co., Rapid City, S. Dak. 224
Rapid Ry. Co. (The), Detroit, Mich. 82
Rapid R. R. Co. (The), Detroit, Mich. 82
Rapid Transit Co. of Ohio, Xenia, O. 286
Rapid Transit Ry. Co., Dallas, Tex. 75
Rapid Trans t Street Ry. Co., of Newark, Jersey City, N. J. 123
Raritan Traction Co., Perth Amboy, N. J. 197
Reading City Passenger Ry. Co., Reading, Pa. 225
Reading & Lowell Street Ry. Co., Lowell, Mass. 139
Reading & South Western Street Ry Co., Reading, Pa. 225
Reading & Temple Electric Ry., Reading, Pa. 225
Reading Traction Co., Reading, Pa. 225
Reading & Womelsdorf Ry., Reading, Pa. 225
Redlands Street Ry. Co., Redlands, Cal. 226
Red Oak Street Ry. Co., Red Oak, Ia. 226
Richmond, Oxford, Reiley & Cincinnati R. R. Co., Oxford, O. 193
Rhinebeck & Rhinecliff Street Surface R. R. Co., Rhinebeck, N. Y. 226
Richmond Passenger Ry. & Power Co., Richmond Va 226
Richmond Ry. & Electric Co., Richmond, Va. 227
Richmond Traction Co., Richmond, Ind. 226
Richmond Traction Co., Richmond, Va. 227
Ridge Avenue Connecting Ry. Co., Philadelphia, Pa. 206
Ridge Avenue Passenger Ry. Co. (The), Philadelphia, Pa. 206
Ringing Rocks Electric Ry. Co., Pottstown, Pa. 218
Riverside & Arlington Ry. Co., Riverside, Cal. 227
Riverview Electric Street Ry. Co., Beaver Falls, Pa. 22
Roanoke Ry. & Electric Co., Roanoke, Va. 227
Rochester, Charlotte & Manitou R. R. Co., Rochester, N. Y. 229
Rochester & Irondequoit R. R. Co., Rochester, N. Y. 228
Rochester Ry. Co., Rochester, N. Y. 227
Rochester & Sodus Bay R. R. Co., Rochester, N. Y. 229
Rockford Ry. Light & Power Co., Rockford, Ill. 230
Rock River Ry. Co., Rockford, Ill. 230
Rockland & Abington Street Ry. Co., North Abington, Mass. 182
Rockland, Thomaston & Camden Street Ry. Co., Rockland, Me. 230
Rockport Street Ry. Co., Rockport, Mass. 231
Rome City Street Ry. Co., Rome, N. Y. 231
Roxborough, Chestnut Hill & Norristown Ry. Co., Philadelphia, Pa. 199
Rutland Street Ry. Co., Rutland, Vt. 232

S

Saco River Electric Street R. R. Co., Saco, Me. 232
Sacramento Electric, Gas & Ry. Co., Sacramento, Cal. 232
Saddle River Traction Co., Saddle River, N. J. 233
Saegertown & Venango Street Ry. Co., Meadville, Pa. 145
Saginaw Valley Traction Co., Saginaw, Mich. 233
St. Charles Street R. R. Co., New Orleans, La. 168
St. Johnsbury Street R. R. Co., St. Johnsbury, Vt. 233
St. John Ry. Co. (The), St. John, N. B. 233
St. Joseph & Benton Harbor Street Ry. Co., St. Joseph, Mich. 233
St. Joseph Ry., Light, Heat & Power Co., St. Joseph, Mo. 233
St. Louis & Belleville Electric Ry. Co., Belleville, Ill. 23
St. Louis & Belleville Suburban Electric Ry. Co., East St. Louis, Ill. 85
St. Louis, Clayton & Creve Cœur Lake R. R. Co., St. Louis, Mo. 238
St. Louis County Street Ry. Co., St. Louis, Mo. 238
St. Louis & East St. Louis Electric Ry. Co., St. Louis, Mo. 238
St. Louis & Kirkwood R. R. Co., St. Louis, Mo. 238
St. Louis & Meramec River R. R. Co., St. Louis, Mo. 238
St. Louis R. R. Co., St. Louis, Mo. 237
St. Louis & Suburban Ry. Co., St. Louis, Mo. 238
St. Louis Transit Co., St. Louis, Mo. 235
St. Thomas Street R. R. Co., St. Thomas, Can. 239
Salem Electric Ry. Co., Salem, O. 239
Salem Light & Traction Co., Salem, Ore. 239
Salem & Wakefield Street Ry. Co., Salem, Mass. 239
Salt Lake City R. R. Co., Salt Lake City, Utah. 240
Salt Lake Rapid Transit Co., Salt Lake City, Utah. 240
San Antonio Edison Co., San Antonio, Tex. 240
San Antonio & Magoffin Street Ry. Co., El Paso, Tex. 88
San Antonio Rapid Transit Street Ry. Co., San Antonio, Tex. 240
San Antonio Street Ry. Co., San Antonio, Tex. 240
San Diego Electric Ry. Co., San Diego, Cal. 241
San Diego, Old Town & Pacific Beach R. R. Co., San Diego, Cal. 241
San Diego, Pacific Beach & La Jolla Ry., San Diego, Cal. 241
Sandusky, Milan & Norwalk Electric Ry. Co., Sandusky, O. 241
Sandusky & Interurban Electric Ry. Co., Sandusky, O. 241
Sandwich, Windsor & Amherstburg Ry. Co., Windsor, Ont. 283
Sanford & Cape Porpoise Ry. Co., Sanford, Me. 242
San Francisco & San Mateo Electric Ry. Co., San Francisco, Cal. 243
San Jose R. R. Co., San Jose, Cal. 243
San Jose & Santa Clara R. R. Co., San Jose, Cal. 243
San Luis Street Ry. Co., San Luis Obispo, Cal. 243
Santa Ana & Orange Motor Co., Santa Ana, Cal 243
Santa Barbara Consolidated Electric Co., Santa Barbara, Cal. 244
Santa Cruz Electric Ry. Co., Santa Cruz, Cal. 244
Santa Rosa Street Ry. Co., Santa Rosa, Cal. 244
Saratoga Traction Co., Saratoga, N. Y. 244

Sarnia Street Ry. Co., Sarnia, Ont. ... 244
Savannah, Thunderbolt & Isle of Hope Ry. Co., Savannah, Ga. . 245
Schenectady Ry. Co., Schenectady, N. Y. ... 245
Schenley Park & Highlands Ry. Co., Pittsburgh Pa. ... 211
Schuylkill Electric Ry. Co., Pottsville, Pa. ... 219
Schuylkill Haven & Orwigsburg Electric Ry. Co., Pottsville, Pa. 219
Schuylkill River Passenger Ry. Co., Philadelphia, Pa. ... 206
Schuylkill Traction Co., Girardville, Pa. ... 101
Schuylkill Valley Traction Co., Norristown, Pa. ... 181
Scranton & Carbondale Traction Co., Scranton, Pa. ... 246
Scranton & Pittston Traction Co., Scranton, Pa. ... 246
Scranton Ry. Co., Scranton, Pa. ... 245
Sea Beach Ry. Co., Brooklyn, N. Y. ... 42
Sea Cliff Inclined Cable Ry. Co., Sea Cliff, N. Y. ... 246
Searcy & West Point R. R. Co., Searcy, Ark. ... 247
Seashore Electric Ry. Co., Asbury Park, N. J. ... 13
Seattle Electric Co., Seattle, Wash. ... 247
Seattle & Renton Ry. Co., Seattle, Wash. ... 247
Seattle City Ry. Co., Seattle, Wash. ... 248
Seattle Traction Co., Seattle, Wash. ... 247
Sea View R. R. Co., Coney Island, Brooklyn, N. Y. ... 43
Second Avenue R. R. Co., New York ... 177
Second & Third Streets Passenger Ry. Co., Philadelphia, Pa. ... 206
Sedalia Electric & Ry. Co., Sedalia, Mo. ... 248
Selma Street & Suburban Ry. Co., Selma, Ala. ... 249
Seneca Electric Ry. Co. (The), Seneca Falls, N. Y. ... 249
Seventeenth & Nineteenth Streets Passenger Ry. Co., Philadelphia, Pa. ... 207
Shamokin & Mt. Carmel Electric Ry. Co., Shamokin, Pa. ... 249
Shamokin Street Ry. Co., Shamokin, Pa. ... 249
Sheboygan Light, Power & Ry. Co., Sheboygan, Wis. ... 250
Shelburne Falls & Colrain Street Ry. Co., Shelburne Falls, Mass. 250
Shelton Street Ry. Co., Shelton, Conn. ... 250
Shenandoah Electric Street Ry. Co., Shenandoah, Pa. ... 251
Sherbrooke Street Ry. Co., Sherbrooke, Que. ... 251
Sherman City Street R. R. Co., Sherman, Tex. ... 251
Shreveport City R. R. Co., Shreveport, La. ... 251
Shreveport Belt Ry. Co., Shreveport, La. ... 251
Signal Mountain Ry. Co., Chattanooga, Tenn. ... 55
Sioux City Traction Co., Sioux City, Ia. ... 251
Sixth Avenue R. R. Co., New York ... 178
Skowhegan & Norridgewock Ry. & Power Co., Skowhegan, Me. 252
Somerset & Middlesex Traction Co., New Brunswick, N. J ... 164
Somerset Traction Co., Skowhegan, Me. ... 252
Southbridge & Sturbridge Street Ry. Co., Southbridge, Mass. ... 253
South Chicago City Ry. Co., Chicago, Ill. ... 60
Southern Electric Ry. Co., St. Louis, Mo. ... 238
Southern Ohio Traction Co., Hamilton, O. ... 108
South Grand Rapids Street Ry. Co., Grand Rapids, Mich. ... 104
Southington & Plantsville Tramway Co., Southington, Conn. ... 253
South Middlesex Street Ry. Co., Natick, Mass. ... 161
South Orange & Maplewood Traction Co., Orange, N. J. ... 191
South Shore & Boston Street Ry. Co., Hanover, Mass. ... 110
South Side Elevated R. R. Co., Chicago, Ill. ... 61
South Side Passenger Ry. Co., Williamsport, Pa. ... 281
South Side Ry. & Development Co., Petersburg, Va. ... 197
Southwestern Ry. Co., St. Louis, Mo. ... 238
Southwestern Traction Co., Philadelphia, Pa. ... 199
Southwest Missouri Electric Ry. Co., Webb City, Mo. ... 276
Springfield Consolidated Ry. Co., Springfield, Ill. ... 254
Springfield Electric Ry. Co., Charlestown, N. H. ... 53
Springfield Electric Ry. Co., Springfield, Vt. ... 255
Springfield Ry. Co. (The), Springfield, O. ... 254
Springfield Street Ry. Co., Springfield, Mass. ... 254
Springfield Traction Co., Springfield, Mo. ... 254
Stamford Street R. R. Co., Stamford, Conn. ... 255
Star Electric Co., Dubuque, Ia. ... 84
State Electric Co., Clinton, Ia. ... 68
Staten Island Electric R. R. Co., Staten Island, N. Y. ... 255
Staten Island Midland R. R. Co., Staten Island, N. Y. ... 256
Staunton Electric Ry., Light & Gas Co., Staunton, Va. ... 256
Steubenville Traction Co., Steubenville, O. ... 256
Stillwater & Mechanicville Street Ry. Co., Stillwater, N. Y. ... 256
Stockton Electric Ry. Co., Stockton, Cal. ... 257
Stoughton & Randolph Street Ry. Co., Randolph, Mass ... 224
Streator Ry. Co., Streator, Ill. ... 257
Street Ry. of Grand Island, Grand Island, Neb. ... 104
Stroudsburg Passenger Ry. Co., Stroudsburg, Pa. ... 257
Suburban Rapid Transit Street Ry. Co., Pittsburg, Pa ... 211
Suburban R. R. Co. (The), Chicago, Ill. ... 60
Sunbury & Northumberland Electric Ry. Co., Sunbury, Pa. ... 257
Superior Rapid Transit Ry. Co., West Superior, Wis. ... 278
Sutro R. R. Co., San Francisco, Cal. ... 243
Sutter Street Ry. Co., San Francisco, Cal. ... 243
Sycamore & DeKalb Electric Ry. Co., Sycamore, Ill. ... 258
Syracuse, Lakeside & Baldwinsville Ry. Co., Syracuse, N. Y. ... 259
Syracuse & Oneida Lake Electric Ry. Co., Syracuse, N. Y. ... 259
Syracuse Rapid Transit Ry. Co., Syracuse, N. Y. ... 258
Syracuse, Skaneateles & Moravia R. R. Co., Moravia, N. Y. ... 157
Syracuse & Suburban R. R. Co., Syracuse, N. Y. ... 259

T

Tacoma Ry. & Power Co., Tacoma, Wash. ... 259
Tamaqua & Lansford Street Ry. Co., Lansford, Pa. ... 130
Tamaqua & Pottsville Electric R. R., Pottsville, Pa. ... 219
Tama & Toledo Electric Ry. & Light Co., Toledo, Ia. ... 263
Tampa Electric Co., Tampa, Fla ... 260
Tarentum Traction Co., Tarentum, Pa. ... 260
Tarrytown, White Plains & Mamaroneck Ry. Co., White Plains, N. Y. ... 279
Taunton & Brockton Street Ry. Co., Taunton, Mass. ... 261
Taunton Street Ry. Co., Taunton, Mass. ... 260
Taylor Avenue Street Ry. Co., St. Louis, Mo ... 238
Temple Street Cable Ry. Co., Los Angeles, Cal. ... 138
Templeton Street Ry. Co., Templeton, Mass. ... 262
Terre Haute Electric Ry. Co., Terre Haute, Ind. ... 262
Texarkana Street Ry. Co., Texarkana, Ark. ... 262
Third Avenue R. R. Co. (The), New York ... 178
Third Street & Suburban Ry. Co., Seattle, Wash. ... 248
Thirteenth & Fifteenth Streets Passenger Ry. Co., Philadelphia, Pa 207
Thirty-fourth Avenue Ry., Denver, Col. ... 80
Thirty-fourth Street Crosstown Ry. Co., New York. ... 179
Tiffin, Fostoria & Eastern Electric Ry. Co., Tiffin, O. ... 263
Titusville Electric Traction Co., Titusville, Pa. ... 263
Toledo, Bowling Green & Fremont Ry. Co., Toledo, O. ... 265
Toledo, Fremont & Norwalk Electric Ry. Co., Fremont, O. ... 96
Toledo, Maumee & Perrysburg Electric R. R. Co., Toledo, O. ... 265
Toledo & Maumee Valley Ry. Co., Toledo, O. ... 265
Toledo & Monroe Ry., Toledo, O. ... 265
Toledo Traction Co., Toledo, O. ... 263
Topeka Ry. Co. (The), Topeka, Kan. ... 265
Toronto Ry. Co., Toronto, Ont. ... 265
Toronto Suburban Street Ry. Co., Ltd., Toronto Junction, Ont. . 266
Torrington & Winchester Street Ry. Co., Torrington, Conn ... 266
Town of Port Arthur Electric Ry. & Light, Port Arthur, Ont. ... 214
Trenton & Princeton Traction Co., Trenton, N. J ... 267
Trenton Street Ry. Co., Trenton, N. J. ... 266
Tri-City Ry. Co., Davenport, Ia. ... 76
Troy City Ry. Co., Troy, N. Y. ... 267
Troy & New England R. R. Co., Troy, N. Y. ... 267
Troy, Tippecanoe & Dayton Electric Ry. Co., Dayton, O ... 77
Trumbull Electric R. R. Co., Warren, O. ... 270
Tuscaloosa Belt Ry. Co., Tuscaloosa, Ala. ... 267
Tuscarawas Electric Co., Canal Dover, O. ... 51
Tuscarawas R. R. Co., New Philadelphia, O. ... 169
Twenty-Eighth & Twenty-Ninth Streets Crosstown R. R. Co., New York. ... 179
Twenty-Second Street & Allegheny Avenue Passenger Ry. Co., Philadelphia, Pa ... 207
Twenty-Third Street Ry. Co., New York. ... 179
Twin City General Electric Co., Ironwood, Mich ... 120
Twin City Rapid Transit Co., Minneapolis, Minn. ... 150

U

Union Consolidated Elevated R. R. Co., Chicago, Ill. ... 62
Union Depot R. R. Co., St. Louis Mo. ... 238
Union Electric R. R., Dover, N. H. ... 83
Union Elevated R. R. Co. Chicago, Ill. ... 62
Union Passenger Ry. Co. (The), Philadelphia, Pa. ... 207
Union R. R. Co., Providence, R. I. ... 220
Union Ry. Co., Chester, Pa. ... 56
Union Ry. Co. of New York City, New York. ... 179
Union Street Ry. Co., New Bedford, Mass. ... 162
Union Street Ry. Co., Santa Rosa, Cal. ... 244
Union Street Ry. Co., Winfield, Kan. ... 283
Union Street & Suburban Ry., Union, Ore. ... 267
Uniontown Electric Ry. Co., Uniontown, Pa. ... 267
Union Traction Co. of Indiana, Anderson, Ind. ... 11
Union Traction Co., Philadelphia, Pa. ... 197
Union Traction Co. of Pittsburg, Pittsburg, Pa. ... 212
Union Trunk Line, Seattle, Wash. ... 248
United Electric Co. (The), Dennison, O. ... 79
United Railways Co. of St. Louis, St. Louis, Mo. ... 233
United Railways & Electric Co., Baltimore, Md. ... 18
United Power & Transportation Co., Philadelphia, Pa. ... 200
United Traction Co., Albany, N. Y. ... 5
United Traction Co., Pittsburg, Pa ... 211
United Traction Co., Reading, Pa. ... 225
United Traction & Electric Co., Providence, R. I. ... 220
Urbana & Champaign Ry., Gas & Electric Co., Champaign, Ill. . 52
Utica Belt Line Street R. R. Co., Utica, N. Y. ... 268
Utica & Mohawk R. R. Co., Utica, N. Y. ... 268

V

Vallamont Traction Co., Williamsport, Pa. ... 281
Valley Street Ry. Co. (The), Sharon, Pa. ... 249
Van Brunt Street & Erie Basin R. R. Co., Brooklyn, N. Y. ... 44
Venice, Madison & Granite City Ry. Co., Venice, Ill. ... 269
Versailles Traction Co., McKeesport, Pa. ... 140
Vicksburg Electric Street Ry. Co., Vicksburg, Miss. ... 269
Vincennes Citizens' Street Ry. Co., Vincennes, Ind. ... 269

W

Wakefield & Stoneham Street Ry. Co., Wakefield, Mass. ... 269
Wall & Cortlandt Street Ferries R. R. Co., New York. ... 175
Walnut Street Connecting Passenger Ry. Co. of the City of Philadelphia (The), Philadelphia, Pa. ... 208

Waltham, Ayer & Pepperell Street Ry. Co., Waltham, Mass.... 270
Warren, Brookfield & Spencer Street Ry. Co., Brookfield, Mass. 37
Warren Street Ry. Co., Warren, Pa..... 270
Washington, Alexandria & Mt. Vernon Electric Ry. Co., Washington, D.C..... 272
Washington, Arlington & Falls Church Ry. Co., Washington, D. C. 273
Washington Electric Street Rv. Co., Washington, Pa..... 273
Washington & Glen Echo R. R. Co., Washington, D. C..... 273
Washington & Great Falls Electric Ry. Co., Washington, D. C.. 273
Washington & Rockville Ry. Co., Washington, D. C..... 273
Washington & University Street R. R. Co., Washington, D. C.. 273
Washington, Woodside & Forest Glen Ry. Co., Washington, D.C. 273
Washington Street Ry. Co., Washington, Ind..... 273
Washington Traction & Electric Co., Washington, D. C..... 270
Washington Water Power Co., Spokane, Wash..... 253
Waterbury Traction Co., Waterbury, Conn..... 274
Waterloo & Cedar Falls Rapid Transit Co., Waterloo, Ia..... 274
Waterville & Fairfield Ry. & Light Co., Waterville, Me..... 275
Watervliet Turnpike & R. R. Co., Albany, N. Y..... 6
Waupaca & Chain o'Lakes Electric Ry. Co., Waupaca, Wis..... 275
Waverly, Sayre & Athens Traction Co., Waverly, N. Y..... 275
Waxahachie Street Ry, Co., Waxahachie, Tex..... 276
Weatherford City & Suburban R. R. Co., Weatherford, Tex..... 276
Webster & Dudley Street R. R. Co., Webster, Mass..... 276
Wellesley & Boston Street Ry. Co., Newton, Mass..... 171
Westbrook, Windham & Naples Ry. Co., Westbrook, Me..... 277
Westchester Electric R. R. Co., New York..... 180
West Chester Street Ry. Co., West Chester, Pa..... 277
West Chicago Street R. R. Co., Chicago. Ill.....57, 288
West End & Long Branch Ry. Co., Long Branch, N. J..... 136
West End Street Ry. Co., Boston, Mass..... 29
West End Street Car Co., San Antonia, Tex..... 240
Westfield & Elizabeth Street Ry. Co., Westfield, N. J..... 278
Westfield, Mayville & Chautauqua R. R. Co., Westfield, N. Y... 278
West End Traction Co., Pittsburg, Pa..... 212
West Jersey & Sea Shore R. R. Co., Atlantic City, N. J..... 15
West Philadelphia Passenger Ry. Co., Philadelphia, Pa..... 208
Westport & Saugatuck Horse R.R. Co., Westport, Conn..... 278
Westport & Waldo Ry., Kansas City, Mo..... 127
West Roxbury & Roslindale Street Ry. Co., Boston, Mass..... 32
West Seattle Cable Ry. Co., Seattle, Wash..... 248
West Shore Ry. Co., New Haven, Conn..... 167
West Side Ry. Co., Salt Lake City, Utah..... 240
West Side Street R. R. Co., Elmira, N. Y..... 88
West Street & North End Electric Rv. Co., Seattle, Wash..... 247
West Water Street R. R. Co.. Elmira, N. Y..... 88
Wheeling & Elm Grove R. R., Wheeling, W. Va..... 279
Wheeling Ry. Co., Wheeling, W. Va..... 279
Wheeling Suburban R. R. Co., Wheeling, W. Va..... 279
Wheeling & Wellsburg Ry. Co., Wheeling, W. Va..... 279
White Line Traction Co., Hoboken, N, J..... 116
Wichita R. R. & Light Co., Wichita, Kan..... 280
Wilkesbarre, Dallas & Harvey's Lake Ry. Co., Wilkesbarre, Pa. 280
Wilkesbarre & Wyoming Valley Traction Co., Wilkesbarre, Pa.. 280
Wilkinsburg & East Pittsburgh Ry. Co., Braddock, Pa..... 32
Williamsport Passenger Ry. Co., Williamsport, Pa..... 281
Willimantic Street Ry. Co., Willimantic, Conn..... 282
Wilmington City Ry. Co., Wilmington, Del..... 282
Wilmington & Chester Traction Co., Wilmington, Del..... 282
Wilmington & New Castle Electric Ry. Co., Wilmington, Del.... 283
Wilmington Street Ry. Co. (The), Wilmington, N. C..... 283
Winchester Avenue R. R. Co., New Haven, Conn..... 166
Windham Traction Co., Coxsackie, N. Y..... 74
Winnipeg Electric Street Ry. Co., Winnipeg, Man..... 283
Winona Ry. & Light Co., Winona, Minn..... 283
Winston-Salem Ry. & Electric Co., Winston, N. C..... 283
Wissahickon Electric Passenger Ry. Co., Philadelphia, Pa..... 208
Woburn & Reading Street Ry. Co., Reading, Mass..... 224
Woodbridge & Sewaren Electric St. Ry. Co., Woodbridge, N. J.. 284
Woodland Ry. Co., Duluth, Minn..... 84
Woonsocket Street Ry. Co., Woonsocket, R. I..... 284
Worcester & Blackstone Valley Street Ry. Co., Millbury, Mass.. 149
Worcester & Clinton St. Ry. Co., Worcester, Mass..... 286
Worcester Consolidated Street Ry. Co., Worcester, Mass..... 284
Worcester & Marlborough Street Ry. Co., Worcester, Mass..... 285
Worcester & Suburban Street Ry. Co., Worcester, Mass..... 285
Worcester & Webster Street Ry. Co., Worcester, Mass..... 286
Worcester Traction Co., Worcester, Mass..... 284
Woronoco Street Ry. Co., Westfield, Mass..... 277
Worthington, Clintonville & Columbus Street Ry. Co., Columbus, O. 71
Wyandotte & Detroit River Ry., Detroit, Mich..... 82

Y

Yarmouth Street Ry. Co., Yarmouth, N. S..... 286
Yonkers R. R. Co. (The), Yonkers, N. Y..... 286
York Street Ry. Co., York, Pa..... 287
Youghiogheny Valley Passenger R. R. Co., McKeesport, Pa.... 141
Youngstown Park & Falls Street Ry. Co., Youngstown, O..... 287

Z

Zanesville Electric Ry. Co., Zanesville, O..... 287

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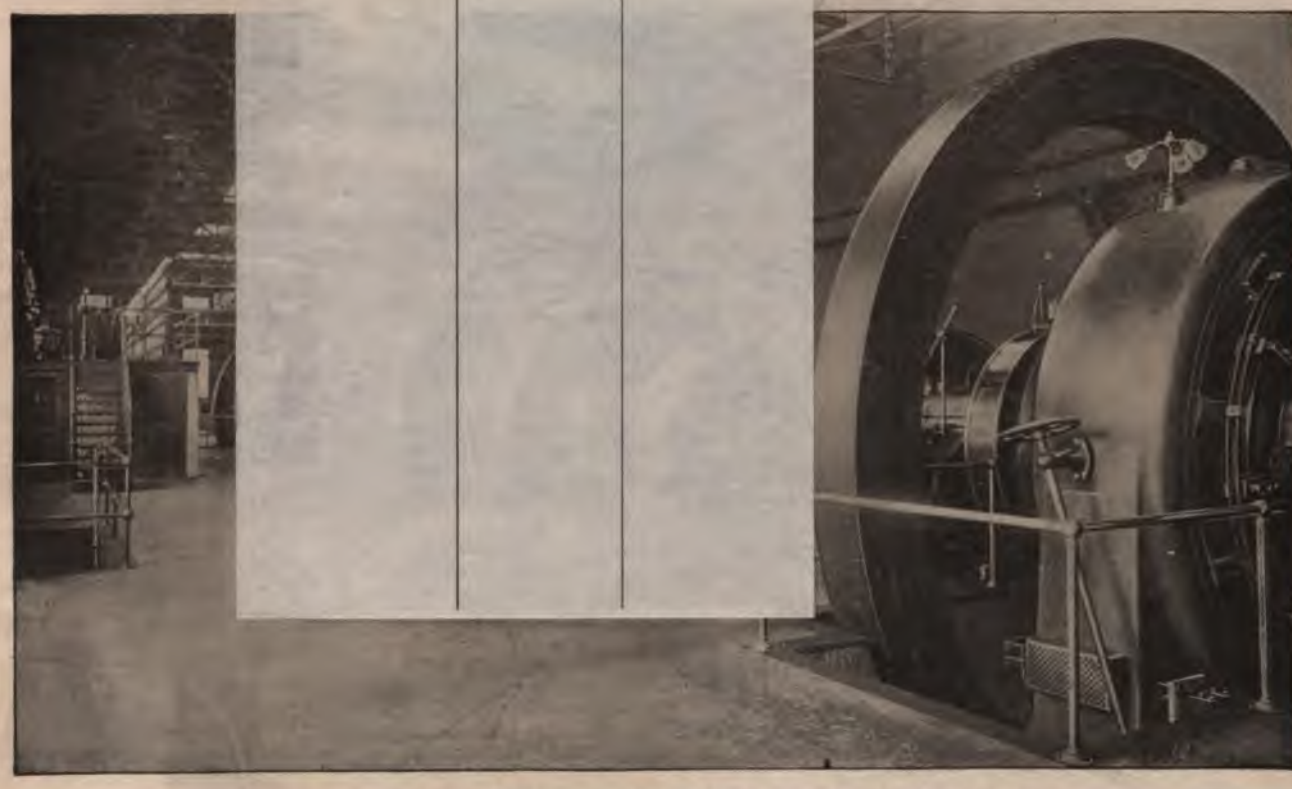

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